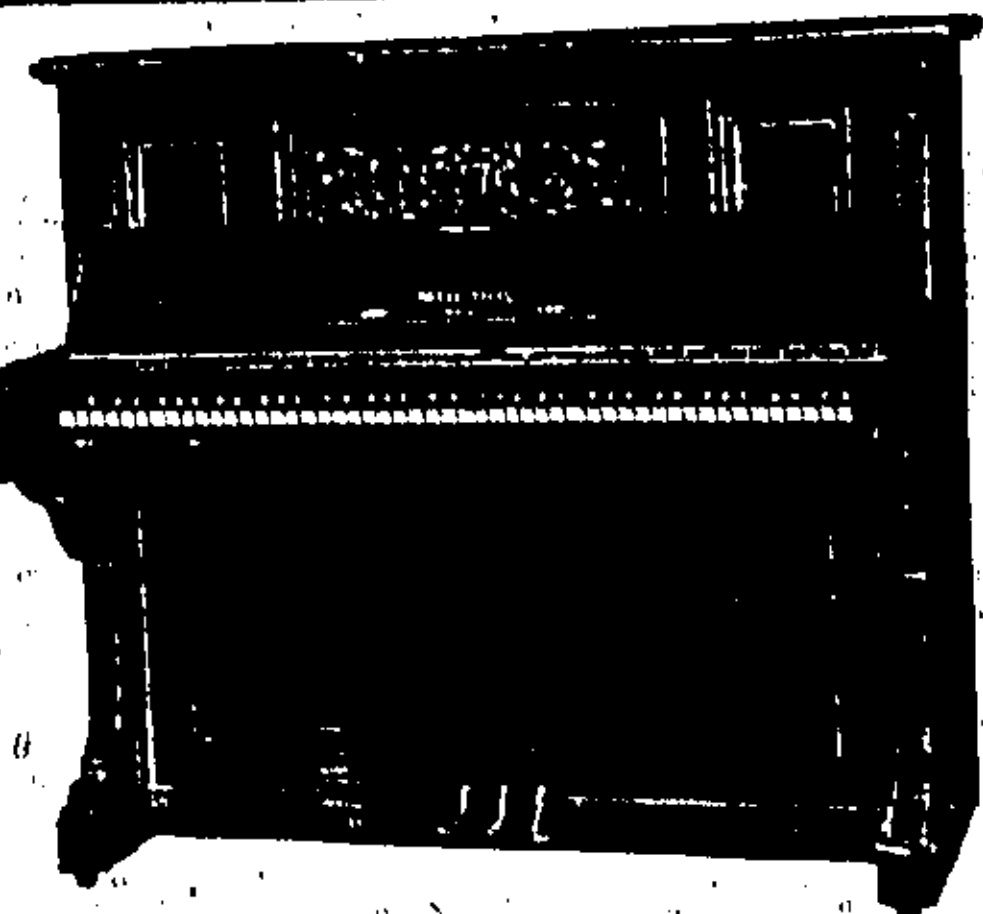


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SPORT.

CRICKET.

LEAGUE MATCHES.

League cricket commenced on Saturday with two matches. Kowloon defeated the C.R.C., and the Civil Service a I.R.C. match was drawn.

CIVIL SERVICE v. I.R.C.

Falling light and time prevented the match between the Civil Service and the Indian Recreation Club from being played to a finish; otherwise the result would have been a very close one.

The Civil Service scored 137 runs owing to the patchy fielding of the Indians, who missed several chances. B. W. Bradbury made 43, the highest score of the afternoon, but was given three "lives." R. O. Hutchison, too, was missed at point, and was thus enabled to score 34. Earle had the best bowling average for the Indians, capturing four wickets for 27 runs, all his victims being clean bowled.

The Indians lost their first wicket for nineteen runs. A brief partnership between Earle (19) and Arculli, lifted the score to 41. After this, the total rose gradually to 66 for the loss of six wickets, when Arculli, who had been playing very steadily, was dismissed by Edmonds. Although he made only 11 runs, his innings was of great value to his side, as he kept his wicket up for over an hour. A seventh wicket partnership between D. Rumjahn (23) and A. A. Rumjahn (13), carried the total to 99, at which point stumps were drawn. Both players were well set and looked safe for a big score. Wicket for the Civil Service, took 3 wickets for 7 runs, and Edmonds 4 for 31. Scores:—

Civil Service.	I.R.C.
R. C. Wickett, b S. D. Ismail, 15	
B. W. Bradbury, b A. A. Rumjahn, 43	
G. H. Piercy, b Earle, 0	
W. H. Edmonds, b Earle, 3	
A. E. Wood, b S. D. Ismail, 13	
R. O. Hutchison, c S. D. Ismail, b A. H. Rumjahn, 34	
F. J. Ling, c S. H. Ismail, b A. H. Rumjahn, 0	
H. E. Strang, c S. H. Ismail, b A. H. Rumjahn, 5	
C. J. Fletcher, run out, 0	
C. Severn, b Earle, 1	
S. E. Alderman, b Earle, 0	
Extras, 14	
Total, 137	

Bowling Analysis.	O.	M.	R.	W.
Earle, 23.1	27	4		
S. D. Ismail, 9.0	24	2		
S. H. Ismail, 4.0	22	0		
A. Arculli, 4.0	18	0		
A. A. Rumjahn, 7.1	17	2		
A. H. Rumjahn, 6.0	15	1		

INDIAN RECREATION CLUB.	Civil Service.
A. H. Rumjahn, b Ling, 13	
A. A. Rumjahn, b Edmonds, 11	
G. C. Earle, c Wood, b Wickett, 19	
S. H. Ismail, b Wickett, 0	
S. D. Ismail, b Edmonds, 5	
E. Moosden, c Ling, b Edmonds, 3	
A. A. Rumjahn, not out, 15	
D. Rumjahn, not out, 23	
Extras, 7	
Total (for 6 wickets), 99	

G. Partabrai, R. Nazaria and E. Sadick, did not bat.

Bowling Analysis.	O.	M.	R.	W.
C. Severn, 10.1	34	0		
Ling, 10.2	21	1		
Edmonds, 8.0	21	3		
Wickett, 1.1	7	2		
Fletcher, 3.0	7	0		
Wood, 1.0	2	0		

KOWLOON DEFEAT THE C.R.C.

Kowloon, fielding a very strong eleven, defeated the C.R.C. by 103 runs. Batting first, they put together 302 runs for the loss of 5 wickets and then declared. Goodall made some vigorous drives on the off in compiling his 47 runs. Brags batted much better than he has done this season. The C.R.C. fielding was extremely poor, no fewer than ten catches being missed. One, bright exception was a sensational catch by Ching in dismissing Stalker.

The Kowloon bowling proved too good for the Chinese, Pestonji, especially, keeping a very good length. Evans caught four men in the slips off Pestonji. Towards the end of the Chinese innings the light was very bad. The "League time" for this month being 6.15 p.m., play was carried to a finish, which was reached at 8.5 p.m. Shin Man Ping's batting was a feature of his side's innings. Scores:—

C.R.C.	Kowloon.
A. A. Claxton, c Wei, b Yew, 8	
D. M. Goodall, c K. K. Wong, b Lee, 47	
J. Stalker, c Ching, b Yew, 5	
E. L. Brags, not out, 70	
C. J. Stapleton, b Yew, b Lee, 20	
B. D. Evans, b Lee, 15	
K. R. Macaskill, not out, 28	
Extras, 9	
Total (for 5 wickets), 202	

Bowling Analysis.	O.	M.	R.	W.
Ching, 12.1	43	0		
Yew Man Tsun, 10.4	63	2		
Ua Heo Fan, 3.0	12	0		
G. Lee, 11.0	68	3		
Ng Eze Kwong, 1.0	11	0		

C.R.C.	Kowloon.
Choi Man Ping, c Evans, b Pestonji, 4	
Shin Man Ping, b Cobb, 31	
Ng Eze Kwong, c Evans, b Pestonji, 4	
G. Lee, b Yew, b Pestonji, 4	
Yew Man Tsun, run out, 12	
H. Ching, b Cobb, 2	
Ua Heo Fan, b Pestonji, 1	
J. Wong, c Evans, b Pestonji, 14	
Wei Lee San, c Brags, b Robinson, 2	
Yew Man Hon, c Evans, b Pestonji, 0	
Wong Kwok Kwong, not out, 8	
Extras, 15	
Total, 99	

BOWLING ANALYSIS.

O.	M.	R.	W.
Cobb, 15.3	43	2	
Pestonji, 19.9	23	6	
Stalker, 3.0	14	0	
Evans, 2.0	3	0	
Robinson, 1.0	1	1	

FRIENDLY MATCHES.

CLUB DEFEATS STAFF AND DEPARTMENTS.

The Hongkong Cricket Club defeated the Staff and Departments, on Saturday, by four runs. The match was remarkable for high scoring. Batting first, the military team declared with four wickets down for 137 runs, towards which Corpl. Horrocks contributed 62. The feature of the Club innings was the powerful batting of E. Day. His score of 112 included 17 fours and a six. The innings was closed for 191 runs for the loss of 3 wickets. Scores:—

CLUB.	STAFF AND DEPARTMENTS.
Corpl. Horrocks, b Paravicini, 62	
Humphreys, 36	
P. Jacks, c and b Day, 36	
Major Bowen, c Blacker, b A. MacKenzie, 30	
Kent, 25	
H. H. Taylor, not out, 8	
Lieut. Cavanagh, not out, 12	
Extras, 12	
Total (for 4 wickets), 137	

C. Johnson, Rhodes, Capt. Macaulay, Taylor and Woodman did not bat.

Bowling Analysis.	O.	M.	R.	W.
D. E. Donnelly, 11.1	64	0		
Paravicini, 7.0	25	1		
Birani, 1.0	10	0		
J. D. Humphrey, 5.0	18	1		
Day, 11.2	43	1		
A. K. MacKenzie, 2.0	15	1		

HONGKONG CLUB.

O.	M.	R.	W.
E. Day, b Cavanagh, c Horrocks, b Bowen, 112			
E. J. Mitchell, c Horrocks, b Bowen, 15			
C. Blacker, not out, 5			
R. Brand, c Cavanagh, 10			
Extras, 10			
Total (for 3 wickets), 191			

Green, A. MacKenzie, W. MacKenzie, D. E. Donnelly, J. D. Humphreys, P. De Paravicini, and F. Sutton did not bat.

Bowling Analysis.	O.	M.	R.	W.
Cavanagh, 9.1	35	2		
Johnson, 10.2	48	0		
Bowen, 5.0	34	1		
Taylor, 3.0	22	0		
Rhodes, 6.0	30	0		
Horrocks, 2.0	12	0		

R.E. AND INDIAN ARMY.

The R.E. and Indian Army suffered disaster at the hands of the R.E.A. in a friendly match on the Military Ground, Happy Valley, on Saturday. Talfourd played a magnificent innings of 76 runs without giving a chance. Athorne and Bryson were scoring freely when the innings was declared.

When the R.E. went to the wicket, they found Bryson and Baines bowling in their most deadly form. Greenaway was unfortunate in being run out when he had scored 14, the only double-figure contribution on his side.

The Artillerymen won by 141 runs.

R.E.A.	R.E. AND INDIAN ARMY.
Capt. Oliver, b Edwards, 23	
C. Q. M. S. Talfourd, b Edwards, 76	
Gunn, Middleton, c Murray, b White, 13	
Corpl. Mann, b Gray, 2	
Corpl. Green, b Gray, 3	
Sergt. Athorne, not out, 35	
Lieut. Bryson, not out, 14	
Extras, 14	
Total (for 5 wickets), 171	

Gunn, Perkins, Gunn, Smith, Br. Nichols and Gunn, Baines did not bat.

Bowling Analysis.	O.	M.	R.	W.
Edwards, 15.0	45	2		
Middlemas, 9.0	42	0		
White, 8.1	20	1		
Gray, 7.1	37	2		
Murray, 5.0	23	0		

R.E. AND I.A.

O.	M.	R.	W.
Major Greenaway, run out, 14			
Capt. Gray, c Middlemas, b Bryson, 0			
Capt. Wahl, b Baines, 3			
Major Middlemas, b Bryson, 1			
Capt. Murray, b Bryson, 2			
Corpl. Jeall, b Bryson, 0			
Q. M. S. White, c Nichols, b Bryson, 0			
Lieut. McCormick, b Baines, 0			
Lieut. Cary, b Baines, 0			
Lieut. Laroche, c Green, b Bryson, 3			
Major Edwards, not out, 0			
Extras, 7			
Total, 30			

BOWLING ANALYSIS.

O.	M.	R.	W.
Bryson, 9.3	22	6	
Baines, 9.4	7	3	

CHAIKONG DEFEAT THE NAVY.

Chai Kong got the better of the Navy, at Happy Valley, in a low-scoring match. Kennett played very steadily for the Navy and was responsible for half his team's total. Chai Kong started badly, losing 4 wickets for 5 runs. Omar and Lammert, in partnership, saved the side, and the match was won when six wickets had fallen. Scores:—

NAVY.	CHAIKONG.
Mr. Kennett, c Goldenberg, b Abbas, 26	
Rev. F. G. B. Hastings, c Jex, b Omar, 5	
Pay-Lt. Robinson, c Omar, b Heath, 9	
Pte. Elliott, c Omar, b Heath, 0	
Lieut. Hake, b Omar, 0	
Mr. Pile, c Goldenberg, b Omar, 2	
Sig. Stock, c Omar, 1	
Pte. Jackson, c Abbas, 0	
Pte. Evans, c and b Abbas, 3	
Writer Heatherly, c Abbas, b Omar, 0	
Langford, not out, 0	
Extras, 5	
Total, 53	

BOWLING ANALYSIS.

O.	M.	R.	W.
Omar, 10.3	21	6	
Heath, 4.0	20	1	
Abbas, 4.0	7	3	

CHAIKONG DEFEAT THE NAVY.

O.	M.	R.	W.
S. Jex, c and b Kennett, 2			
C. Heath, b Kennett, 3			
C. H. Lyson, c Langford, b Kennett, 0			
F. G. Thompson, b Hastings, 0			
R. Bass, b Kennett, 5			
U. Omar, b Kennett, 22			
L. E. Lammert, b Hastings, 25			
M. H. Abbas, c Evans, b Hastings, 4			
C. Kennett, b.w., b Hastings, 0			
A. Goldenberg, not out, 1			
W. Hall, did not bat, 0			
Extras, 5			
Total (for 9 wickets), 67			

BOWLING ANALYSIS.

O.	M.	R.	W.
Hastings, 10.2	34	4	
Kennett, 9.1	28	5	

K.C.C. 2ND XI. BEAT C.R.C. 2ND XI.

The second string of the Kowloon Club scored an easy win by 88 runs over the second string of the Chinese Recreation Club at Kowloon. In the winning team, the scoring was very consistent. Blackburn leading the way with 21 runs. Lo Man Pan, who deserves a place in the Chinese first team, was top-scorer for his side. Scores:—

K.C.C. 2ND XI.	C.R.C. 2ND XI.
L. J. Blackburn, b Hing, 21	
E. C. Carr, b Wong Po Keung, 13	
L. E. S. Hodge, b Hing, 14	
A. O. Brown, b Wong Po Keung, 1	
W. T. Elson, b Wong Po Keung, 17	
T. M. Cochrane, b Wong Po Keung, 17	
S. J. Edmonds, run out, 1	
R. H. Jewsbury, b Yung, 11	
N. L. H. Ralston, c H. L. Chan, b Yung, 17	
H. Overy, c Y. C. Lee, b Yung, 4	
D. Blenkiron, not out, 3	
Extras, 4	
Total, 121	

BOWLING ANALYSIS.

O.	M.	R.	W.
Sun Kwok Leung, 4.0	27	0	
Hung Ho Chiu, 8.1	51	2	
Wong Po Keung, 6.1	28	4	
Lo Man Pan, 3.0	11	0	
Yung Hin Lun, 2.0	8	3	

C.R.C. 2ND XI.

O.	M.	R.	W.
Lo Man Pan, c Blenkiron, b Overy, 13			
Hung Hin Lun, c Overy, b Cochrane, 11			
Lee Ying Chin, c Edwards, b Cochrane, 0			
Hung Ho Chiu, c and b Overy, 2			
Sun Kwok Leung, c Overy, b Ralston, 3			
ton, 0			
Cheung Wing Kin, b Overy, 4			
Chan Tin Sung, b Ralston, 2			
Lee Man Kwong, c Blackburn, b Overy, 0			
Chan Hin Lee, c Overy, b Hodge, 9			
Wong Po Keung, c Edwards, b Overy, 2			
Wu Pak Pook, not out, 0			
Extras, 2			
Total, 53			

BOWLING ANALYSIS.

O.	M.	R.	W.
Cochrane, 0.3	14	2	
Carr, 4.0	10	0	
Overy, 10.2	16	5	
Ralston, 4.2	8	2	
Hodge, 1.0	3	1	

CARRYING PASSENGERS WITHOUT A LICENCE.

SHUN LEE S.S. CO. FINED.

The manager of the Shun Lee S.S. Co., owners of the s.s. "Hoiping," was charged at the Marine Court, on Saturday, with allowing the ship to carry passengers without a licence.

The defendant pleaded that the Company had no knowledge that passengers were being carried.

Replying to the Marine Magistrate (Capt. Taylor, R.N.), the defendant said the comrade was not the Company's representative on board. "He was there simply to look after the cargo. He had no authority to carry passengers. The Company could not give such authority, as the ship had no certificate."

The Magistrate: Who engaged the comrade?—Defendant: The Company. He is not the Company's representative. If he were, he could sell the ship in another port on behalf of the Company. The money received by the comrade from the passengers does not go to the Company. The Company did not know he was taking passengers. The comrade paid \$300 as security in case any cargo were lost.

The Magistrate found that the comrade was the Company's representative and that the Company was, therefore, responsible for the comrade's acts. He fined the Company \$200.

Addressing Capt. Noguera, who had been previously charged, the Magistrate said he believed he did not wilfully carry passengers,

SPORT.

ASSOCIATION FOOTBALL.

HONGKONG LEAGUE—DIVISION II.

STAFF AND DEPTS., INDIANS, I.

The Indian Recreation Club, who are entering League football for the first time, were unfortunate in being drawn to meet the strongest team in the Second Division for their opening match.

The Staff started scoring early in the game, and in the first half had four goals to their credit, Ellarby shooting two and Connor and Townsend one each. In the second half the Staff added four more goals to their score (Ellarby 1, Townsend 2 and Connor 1). The Indians were able to obtain one goal, the Staff goal-keeper backing into his goal in the effort to save a shot at close quarters from Rumbhann.

The Staff forward line is one that will give trouble to any team in the Second Division. Ellarby, Townsend and Connor make an excellent inside trio, and their wings are speedy and accurate. The centre-half is a very sound player, and on the few occasions when the ball went past him the backs showed themselves cool and capable. Bundle being especially good. The Indians' halves and backs played as well as could be expected in view of their lack of practice and experience. The superior weight and the bustling methods of the soldiers enabled them to win so easily. The Hyder brothers, Ismail, and Rahman were the best in the Indian team. They tackled the soldiers fearlessly and were often applauded for getting their side out of difficulties. Markee and Hartman, in the forward line, were passengers. The latter's correct position is with the defence.

ROYAL NAVY "B," 6; SOUTH CHINA "A," 0.

Both teams played several first division matches in this match, which was better contested than the scores indicate. The Navy are a betty team. The forwards, especially, are fast and proficient in the art of combination. The Chinese deserved at least three goals. They were unable to score, however, owing to erratic shooting and because one or two of the forwards indulged in fancy dribbling in front of goal, instead of shooting.

The Navy scored four goals in the first half, Handford being responsible for two, and Graydon and Stones for one each. The Navy forwards, including in short and fast passes, repeatedly beat the Chinese defence. In the second half, the Chinese played more determinedly, and made many fruitless attempts into Naval territory. Amy and Rumbhann, a busy time, but so well did they play, that Crocker, in goal, had little to do. In the last few minutes, Graydon, the centre-forward, who is a worthy successor to McNiven, of last year's team, added two more goals, and the game ended in an easy win for the sailors by 6 goals to nil.

SOUTH CHINA "B," 1; CLUB DE RECREIO, 0.

This match, which was played on the Naval ground, resulted in a win for the Chinese by 1 goal to nil. Play was very fast from the start, and the spectators were treated to a good exhibition of football from both sides. The Club proved to be a clever combination, and can be relied upon to give a good account of themselves during the season except, perhaps, against the Military teams. The Recreation boys missed several good opportunities, owing to faulty shooting, in which department they should endeavour to improve. The Chinese, who scored their only goal early in the first half, were as tricky and correct in their shooting as usual and deserved to win.

ST. JOSEPH'S COLLEGE (B), 3; MANCHESTER REGT., 0.

Played on the Military ground, this match did not prove so one-sided as was expected. Although the College boys scored their first goal two minutes after the opening, they did not have the match all to themselves. The soldiers put up a very good fight and surprised many spectators with their sound combination. They confined themselves to defending their goal for the first ten minutes, but, afterwards, gaining confidence, invaded the College territory with determination. The clever play of the College backs and the half shooting by the soldiers forwards, however, gave the Manchester opportunity of equalizing. Play remained fast and the exchanges were very well-balanced until the interval.

In the second half, the College boys attempted to rush the match, but the soldiers played up very pluckily and managed to keep their citadel intact. Once after a determined rush, they were awarded a penalty. The shot was taken by the centre-forward, but the ball went over the bar. After this the soldiers slowed down, and the College boys scored two goals in the last five minutes of the game.

KOWLOON, 9; UNITED F.C., 1.

This match, played on the Club ground, saw the plucky attempt of a team of lads to make as stubborn a fight in League football as they could against a more experienced, heavier, speedier and cleverer eleven. The United, of course, were badly beaten, but they should not be discouraged, for they will fare better against the remainder of the civilian teams in the Division.

Play started briskly, but it soon became noticeable that the United lads were too light for their opponents. The ball was in the vicinity of the United goal nearly all the time, except for an occasional dash to the other end. Kowloon scored 4 goals in the first half and 5 in the second. The United obtained their only goal through Mason, who sent in a very hard shot. Kowloon's goals were obtained by Hassmann (5), Millard (2), Taylor (1), and

Bandaran (1). The winning team were never stretched. For the losers, Simmons, Marshall, Mason and Blake played a very hard game.

PRACTICE GAME.

HONGKONG CLUB DEFEAT THE POLICE.

The Hongkong F.C. played a practice game against the Police on the Club ground and had things pretty much their own way. The Police have three or four good players in their team, but require more practice, if they are to shine in the League. They certainly have the material out of which a well-balanced team can be formed.

The Police scored the first goal from a penalty, taken by Dick. The Club obtained two goals in the first half. In the second half the Club added three more goals to their score, two of them being given by the Police backs in their anxiety to clear the ball, while the third, was shot by Reichelmann.

The Club will play their first League match next Saturday against the Chinese. F. W. Black, who rendered such signal service for the team at full back last season, will assist the Club till he goes home.

LAWN TENNIS.

CLUB DE RECREIO SEASON'S TOURNAMENT CONCLUDED.

The Club de Recreio season's tennis tournament was successfully concluded on Saturday, when the finals of the men's and ladies' singles championships were decided.

In the former event, Mr. V. Yanovich won from Mr. C. E. Marques, of the Standard Oil Company, by 7-5, 6-2, 6-3. Yanovich played a vigorous game throughout and well deserved his victory.

The Ladies' event was marked by some excitement. After a keenly contested game, Miss Lina Remedios managed to beat Miss G. Remedios by 6-4, 6-3. The winner is the first lady to win the honour of having her name inscribed on the beautiful trophy presented by Mr. E. V. M. R. de Sousa, Consul.

The doubles handicap was secured by Messrs. A. A. Gutierrez and F. Prata (owe 30/36) after having won the various rounds without the loss of a single set. The singles handicap produced another fine feat by Mr. V. Yanovich, who, though owing 40 and 40, came out on top. A tennis team match for spoons was won by a team composed of Messrs. V. Yanovich, F. Soares, R. Hyndman, F. M. Ozorio, V. Conceicao and Miss A. Remedios.

The prizes were distributed by Mr. E. V. M. R. de Sousa, Consul for Portugal, who was introduced in a few fitting words by the president of the club, Mr. P. H. Botelho. Following is the list of prizes and winners:

LADIES' TENNIS CHAMPIONSHIP.—Trophy presented by Mr. E. V. M. R. de Sousa to be won 3 years in succession, or 4 times in all 1 (prize presented by Mr. J. C. Barretto); Miss L. Remedios; 2 (prize presented by Mr. J. C. Barretto); Miss G. Remedios.

MEN'S CHAMPIONSHIP.—Trophy presented by Mr. P. V. Botelho to be won 3 years in succession, or 4 times in all 1 (prize presented by Mr. J. P. Braga); V. Yanovich; 2 (prize presented by Mr. J. P. Braga); C. E. Marques.

DOUBLES HANDICAP.—1 (prize presented by Mr. E. J. Figueiredo); A. A. Gutierrez and F. Prata; 2 (prize presented by Mr. E. J. Figueiredo); F. Rosa and F. X. Soares.

SINGLES HANDICAP.—1 (prize presented by Capt. E. C. Lourenco); V. Yanovich; (prize presented by Capt. Lourenco); P. Carvalho.

TENNIS TEAM MATCH.—1 (prize presented by Mr. P. V. Botelho); V. Yanovich (capt.), F. Soares, R. Hyndman, F. M. Ozorio, V. Conceicao and Miss A. Remedios.

BILLIARDS HANDICAP.—1, P. Rosa; 2, E. Hyndman.

The Consul thanked the Committee and the members of the Club for the honour they had done him in asking him to distribute the handsome collection of prizes. Cheers for the club, the ladies, and the members were given. A vote of thanks was accorded to Mr. P. A. Yanovich for his energetic services in conducting the tournament to a successful issue, and also for his untiring coaching of the Club's "B" team, which finished second to the Y.M.C.A. in the recent Junior Tennis League. Through the efforts of Mr. P. A. Yanovich an Outdoor Sports Section was organized. A team is participating in the Junior Football League. Various competitions and outings are in store for the members of the section. Walking, cross-country, paper-chase, volleyball, cycling, and an eight-a-side football competition are in the programme for this season. Cricket, also, is being taken up by the members. A fairly good team can be raised to play second eleven of other clubs, but for want of a ground they cannot invite matches. An application for an allotment in one of the public recreation-grounds is receiving the consideration of the authorities.

"TAIWAN MARU" STRANDED.

TAIKOO TUG TO THE RESCUE.

The Taiwan Maru, which left Hongkong for Hongay on October 18th, ran ashore off the Hainan Straits. The master of the a.s. Kolya, who arrived in port a couple of days ago, reports that in the 20th inst. he passed a steamer in ballast with black hull, black funnel, 2 masts, forecast overboard, upper structure painted white, ashore in Mo Fu Bay 3 miles south of No. 1 Black buoy, Hainan Straits. Flying signal letters P.C.T.L. and signalling for assistance on account of his vessel's deep draft. The signal letters given are those of the Taiwan Maru, which left here for Hongay on the 18th inst. and which, the agent reports, has not yet arrived at that port.

Messrs. Butterfield & Swire's tug, Taitoo, left on Saturday morning to render assistance to the vessel. Mr. Gardner, Lloyd's surveyor, was on board.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE.

The Royal Hongkong Yacht Club opened its season on Saturday afternoon under ideal weather conditions. At 3 o'clock, the hour fixed for the first racing event, the lawn of the gaily decorated clubhouse at North Point was crowded with spectators including H.E. the Governor, the Hon. Mr. Clayd Severn, C.M.G., Commodore Gurner and Miss Gurner. The proceedings were enlivened with selections of music played by a Filipino string band. The ladies of the Club were responsible for the social arrangements and proved themselves capable organizers. The Commodore, Mr. F. Smyth, and his committee, including Mr. H. S. Rouse, the Hon. Secretary, are to be congratulated on the success of the afternoon.

The sailing events were highly interesting. There was a steady breeze and a smooth sea, and some excellent times were recorded.

The first race, for boats of English rig, commenced at 2.15 p.m. and there were about a dozen entries. Brynhilde (sailed by Mr. Coulhass) won, with drama (sailed by Mr. Hodgson) second. The race for boats of Chinese rig went to Oenone (sailed by Mr. D. Melbourne), with (Mr. D. K. Blair) being second. Lady Jean, which came in fourth, was disqualified because she crossed the Snipe on the starboard tack, just touching her.

The most interesting events of the afternoon were the races for ladies. The event for racing yachts, handicap class, was won by Dion, sailed by Mrs. T. Arthur. Bella, sailed by Mrs. Davison, came second. Jitta, sailed by Miss Young, was first in the One Design class, and Daphne, sailed by Miss Wilkinson, second. In the Heyward Hays and Gael class, Crula, in the hands of Mrs. Rouse, secured the premier position, followed by Gael (Miss Ramsay) second and Sirius (Miss Sturt) third.

In addition to the sailing events, there were dragon-boat races, and for four scratch crews, race. The spectators lined the beach to witness the dragon-races, which were under the direction of Ab King. The boats were in the charge of some of the yacht boys, who proved themselves very dexterous in handling them.

The four-oars scratch race attracted two entries—Blue and Green. A very good race resulted in the success of the Blues by the narrow margin of a second. The winning team were Messrs. McCann (stroke), Smith, Hillier, Walker, and Sleigh (cox).

At the conclusion of the programme, the prizes were presented by H.E. the Governor.

Mr. F. Smyth, the Commodore, said: Your Excellency, ladies and gentlemen, before asking your Excellency to present these little souvenirs I should like to thank you for the honour you have done us by accepting the position of Patron of the Club, and by coming here to-day to present the prizes. Yacht racing is not of the all-absorbing interest to the spectators that it is to the active participants, but I can assure you that if you become a boat-owner you will not only wish to continue but will become the owner of more than one boat. (Hear, hear.) We shall all be delighted if you have an active interest in the club; you have already evinced a kindly interest in it, as we have seen by your visit. Our club is a very small one, but I venture to think that our boats are among the finest that have been designed in any part of the world, and our yachtsmen and yachtswomen are as handsome and dainty as you can find anywhere. (Applause.) The racing to-day has been entirely in the hands of the ladies, and I do not think the men could have given them many points. (Applause.)

H.E. the Governor, in returning thanks, said: Mr. Commodore, ladies and gentlemen, as your Commodore remarked just now, it is possible that those who are spectators of yacht-races are not so interested as the actual participants. I express no opinion on that point, but what I want to suggest is that it applies to all other matters with a large measure of force, more especially in regard to speech-making. (Laughter.) Those listening are never so well satisfied as the actual participant. (Laughter.) For this reason, after taking the expert advice from a leading member of the club, I propose to confine my remarks to saying that I have had much pleasure in accepting the position of Patron of this club, and, although I fear I shall not be able to take an active part in its affairs, owing to being purely a landsman, I hope my wife may be induced to do so when she comes out. (Applause.) I think I shall conclude by congratulating you all, and telling you that I am very pleased to have come down to see the Yacht Club, which is built on a pretty site. I am sure you all must be very proud to belong to it. (Applause.)

Cheers were given for His Excellency and the ladies.

THE RESULTS.

The following were the results:—CHINESE AND ENGLISH RIGGED CRUISERS. Course:—Start, Murray Pier and outer Naval Buoy (W. to E.); Channel Rock (S); Finish, Club-house line (E. to W.) Distance, 5 miles.

English Rig.			
Course.	Finishing	Corrected	
	Time.	Time.	
M.S.	H.M.S.	H.M.S.	
(1) Brynhilde	4.10	3.29.18	3.25.08
(2) Drama	Ser.	3.27.15	3.27.15
(3) Feather	Ser.	3.41	3.27.51
(4) Norseman	3.20	3.32.52	3.29.32

Chinese Rig.			
Course.	Finishing	Corrected	
	Time.	Time.	
M.S.	H.M.S.	H.M.S.	
(1) Oenone	Ser.	3.33.34	3.29.34
(2) Niobe	Ser.	3.47.50	3.47.50
(3) Helen	Ser.	3.50.57	3.48.57
(4) Lady Jean	Ser.	3.50.09	Disqualified

RACING YACHTS (LADIES' RACE). Handicap Class. Course:—Start, Club-house line (W. to E.); Kowloon Rock (S); Channel Rock (S); Finish, Club-house line (E. to W.) Distance, 4 miles.

Handicap Finishing			
Course.	Finishing	Corrected	
	Time.	Time.	
M.S.	H.M.S.	H.M.S.	
(1) Dion	Ser.	3.50.25	3.50.25
(2) Bella	Ser.	3.51.59	3.51.59
(3) Dorothea	3.11	3.58.18	3.57.17
(4) Jessica	4.21	3.58.10	3.57.33

(Continued at foot of next column.)

A NEW CHINESE ENTERPRISE!

OPENING OF NEW PREMISES.

Another step in development of local Chinese industries was taken on Saturday, when the Hing Wah Paste Manufacturing Co. opened their new premises in Gordon Road, North Point. The Hon. Mr. Lau Chu-pak is the managing-director of the new company, which has a capital of one million dollars.

Amongst those present at the opening ceremony were: Sir Ellis Kadoorie, the Hon. Mr. W. Chatham, C.M.G., Mr. T. L. Perkins, Mr. Brett (Commercial Attaché), Captain Basil Tylour, R.N., Mr. C. Gubbay, Mr. Ng Hon Tsz, Mr. B. Tanner, Mr. F. E. Rosser, Mr. R. H. Kretzwall, Mr. E. da Silva, Mr. Ho Kwong, Mr. M. K. Lo, Mr. Lo Cheung Shin, Mr. Ip Lau Chuen, and many others.

As the guests arrived they were met by Mr. Lau Chu-pak, who conducted them round the new factory. The machinery for the manufacture of noodles was working, and the visitors were given boxes of noodles and fans, bearing a replica of the handsome new building, as souvenirs of the occasion. In a gaily bedecked shamiana refreshment were dispensed. The Y.M.C.A. band discoursed lively music.

Mr. Lau Chu-pak, said:—Ladies and gentlemen, on behalf of the Board of Directors and the shareholders of the Hing Wah Paste Manufacturing Co., I cordially extend you a hearty welcome, and thank you most warmly for the honour you have done us by favouring us with your company. The presence of so many foreign friends will no doubt encourage the enterprising Chinese to continue their efforts in promoting industries in this Colony in all directions. Owing to the continued political unrest in the interior, where want of protection to life and property and absence of trade business men who have transferred their commercial activities from the Treaty Ports and to Hongkong, has been steadily on the increase, for in these places, order and law prevail, which affords a safeguard to their capital and helps them to reap the rewards of their enterprise and labour. The land which thus affords such enterprises its protection will, in turn, derive benefit from them, for industrial activities contribute to no small extent, to the prosperity of the place in which they have their operation, particularly in a land which has an unlimited supply of labour, as Hongkong has. I venture to say that our little ceremony to-day inaugurates a new era in the history of Chinese industries in Hongkong—industries solely supported by Chinese enterprise. There have in the past, been many such undertakings in this Colony, but with one single notable exception, they have somehow never developed to an appreciable extent. It is only recently that the Chinese have awakened to the fact that, in order to be a factor in world methods and unskilled labour, and must operate on a much larger scale than they have hitherto done. Hence, some of the old native industrial concerns in China have increased their capital, and many new ones have sprung up, fully equipped with modern appliances and with substantial capital. Of these, the Hing Wah is one (Hear, hear.) With your permission I will give a short history of this Company. The Hing Wah Co. was founded in Shanghai, in 1916, with a capital of only \$50,000, as a private company registered in Hongkong. In less than two years their productions became widely known, not only in China but also in Europe and America, in the East Indies and in other parts of the world. Indeed, the demands for the Hing Wah noodles, etc., were so great that their factories, though taxed to their utmost capacity, were unable to meet them. In order to cope with this state of affairs, the capital was increased last year to \$200,000, and the Company was reconstituted as a public company, with their Head Office at Hongkong. A new factory was established in the Colony, and our business again showed most gratifying progress. Thus encouraged, the Directors, at the end of last year, decided to have the capital increased to \$1,000,000, at which it stands to-day. The factory which you are now so kindly assisting me in opening is the result of our expansion. We hope that this is only the beginning of a much larger development. We have not neglected Shanghai in our scheme of improvements, as we have recently purchased in that port a large piece of land for the erection of a new and up-to-date factory. This is, then, an outline of the history of the Hing Wah Paste Manufacturing Co., which, with a humble beginning, is to-day a flourishing and widely known industrial concern in China. (Hear, hear.) I fervently hope that it will continue to enjoy and merit the goodwill of those who have in the past accorded their patronage. Ladies and Gentlemen, in thanking you once more for your presence, I invite you to make an inspection of our buildings and plant, which, I think, you will find interesting. I may mention that it was Mr. F. E. Rosser who designed and supervised the erection of the buildings. (Applause.)

HIDDEN QUALITY

WHAT IS UNDER THE SURFACE IS AS GOOD AS ON THE SURFACE.

A PIECE OF FURNITURE MAY LOOK OUTWARDLY ATTRACTIVE; IT MAY BE COVERED IN GOOD MATERIALS, THE DESIGN MAY BE SOUND—BUT IF THE OUT-OF-SIGHT FEATURES ARE NOT UP TO STANDARD, THAT PIECE LACKS QUALITY.

IT IS CLOSE ATTENTION TO THESE DETAILS THAT ENSURES EACH ITEM OF OUR PRODUCTIONS BEING UNRIVALED IN VALUE AND CONSTRUCTION.

WHAT ARE OUT OF SIGHT ARE AS GOOD AS ON THE SURFACE.

IN UPHOLSTERY WE USE ONLY THE BEST COPPER WIRE SPRINGS, FINE HAIR STUFFINGS, AND IN WOOD WORK ONLY THE BEST OF TEAK AND HARDWOOD.

THEREFORE OUR FURNITURE AND UPHOLSTERY MEANS TO YOU DEPENDABLE, HONEST GOODS AT WORTH-WHILE PRICES.

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FELT, STRAW, VELVET AND TWEED.
INSPECTION INVITED.

NEW ADVERTISEMENTS

NORTH CHINA INSURANCE CO., LTD.
HONGKONG BRANCH.

M. R. S. J. CHINCHEN will RESUME charge of above Branch from TODAY.
Hongkong, October 27th, 1919. [440]

HONGKONG GYMKHANA CLUB.

THE FIFTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, NOVEMBER 1st, commencing at 2.15 P.M.
The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or Chinese Club.
Soldiers and Sailors in uniform Free.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, October 24th, 1919. [1441]

G. R.

SALE BY TENDER OF
H.M.S. "WHITING" AND H.M. TORPEDO BOATS 035, 036, 037 and 038.

TENDERS are invited for the purchase of the above-named Torpedo Craft with Engines and Boilers and Various auxiliary machinery and fittings on board.
The vessels will be sold for breaking up only.

Particulars of the Ships, Conditions of Sale, Forms of Tender and Permits to inspect the Ships, may be obtained on application to the undersigned. A deposit is required before forms of tender can be issued.
The vessels will be sold separately, and intending Tenderers may quote for all or any of the vessels.
The vessels will be on view in the Naval Camber, Kowloon, between the hours of 10 A.M. and 4 P.M. from 25th October to 28th November inclusive (Sundays excepted) and Tenders must reach the Commodore's Office not later than 12 Noon on the 10th NOVEMBER.

NAVAL STORE OFFICER
Hongkong, October 25th, 1919. [1442]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DUNERA"
Arrived Hongkong on October 26th, 1919.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.
Goods not cleared within 3 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

LOST
FROM 8, Broadwood Road, Young Pomeranian PUPPY Dog, sable colour. Finder please notify this address. [1429]

SPECIAL NOTICE.

MRS. SADIE FIFE will exhibit the latest Creations from New York. Ladies' Evening Gowns, One-piece Gowns, Tailor-made, Millinery, etc. One week only, -October 25th to November 2nd, King Edward Hotel, Room 42.
Hongkong, October 24th, 1919. [1436]

WANTED.

WIRE-HAIRED TERRIER. Advertiser desires to obtain a young dog, wire-haired English terrier; must be of good shape and breed.
Reply—Box No. 1430, Care of "Daily Press" Office. [1430]

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the Officer Commanding Royal Army Service Corps Headquarters, Victoria Barracks, until 12 Noon, on THURSDAY, NOVEMBER 13th, 1919, for the supply of HOUSEHOLD COAL to the War Department, for the period December 1st, 1919, to March 31st, 1920.

Forms of Tender and other particulars may be obtained personally, or by letter, from the above-named Office between the hours of 10 A.M. and 1 P.M.
Hongkong, October 24th, 1919. [1441]

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that the Branch Office of the LIVERPOOL AND LONDON & GLOBE INSURANCE COMPANY, LIMITED, will, on and after the 27th October, be transferred to 82, GOSWELL BUILDING (Second Floor) Chater Road, Hongkong.
Telephone No. 200. P. O. Box 451.
RUBBY H. P. NEWLEY,
Acting Local Manager.
Hongkong, October 21st, 1919. [1414]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS are reminded of the HALF-YEARLY MEETING called for on SATURDAY, NOVEMBER 1st, at 12.30 P.M. at the Offices of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Chater Road.

G. W. GREG,
Acting Clerk of the Course.
Hongkong, October 17th, 1919. [1409]

A. S. WATSON & CO., LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the HONGKONG HOTEL on the 31st day of NOVEMBER, 1919, at Noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 30th day of October, 1919, will be submitted for confirmation as a Special Resolution.

"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."
Dated this 31st day of October, 1919.
JOHN D. HUMPHREYS & SON,
General Managers. [1430]

ROYAL HONGKONG YACHT CLUB.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the Club House, North Point, on WEDNESDAY, NOVEMBER 27th, 1919, at 4.15 P.M., for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on October 10th, 1919.

A Launch for the convenience of Members will leave Queen's Statue Wharf at 5.15 P.M.
By Order, R. E. MACDOUGALL,
Hon. Secretary. [1438]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Society will be held at the Registered Office of the Society, Nos. 3 and 4, Queen's Building, Victoria in the Colony of Hongkong on FRIDAY, the 29th day of November, 1919, at 12 o'clock Noon, when the subjoined Resolutions will be proposed:

1. That the fusion of the interests of the Union Insurance Society of Canton Limited (in this and the following Resolutions referred to as "the Society") and the North China Insurance Company Limited (in this and the following Resolutions referred to as "the Company") be approved of and agreed to on the basis following:—

(a) That shares of the Society of the nominal value of £10—each whereof £4—per share shall be credited as paid up be allotted to the shareholders of the Company in exchange for the shares of the Company in the ratio of one and a half shares of the Society for each one share of the Company.

(b) That the Society in addition make payment to the shareholders in the Company of the sum of £5. (Five pounds) Sterling in cash for each one share in the Company held by such shareholders exchanging their shares in manner and upon the basis mentioned in clause (a) above.

2. That for the purpose of carrying into effect Resolution No. 1 (a) above, the Society do issue 15,000 shares of the nominal value of £10 each (whereof the sum of £4 per share is credited as paid up) out of its unissued capital of 104,000 shares.

3. That the 15,000 shares referred to in Resolution No. 2 above be and when issued to rank for dividend and in all respects pari passu with the existing Ordinary shares of the Society and that the balance (if any) of such 15,000 shares be dealt with in such manner as the Board of Directors of the Society shall think most beneficial to the Society.

Dated this Twenty Fifth day of October, 1919.

C. H. P. HAY,
Deputy General Manager. [1438]

TRY JAPANESE CHOW.

Sukiyaki Torinabe Chiri Yosenabe
Tonfura Kakimehi
Just the season and best cooking
HOTEL CHITOSE
1st Class Hotel.
No. 6, Han Fung Lane. [1397]

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Great Varieties of used and unused
POSTAGE STAMPS
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FOR COLLECTORS
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The Auctioneer. [1432]

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Hongkong, 24th October, 1919.

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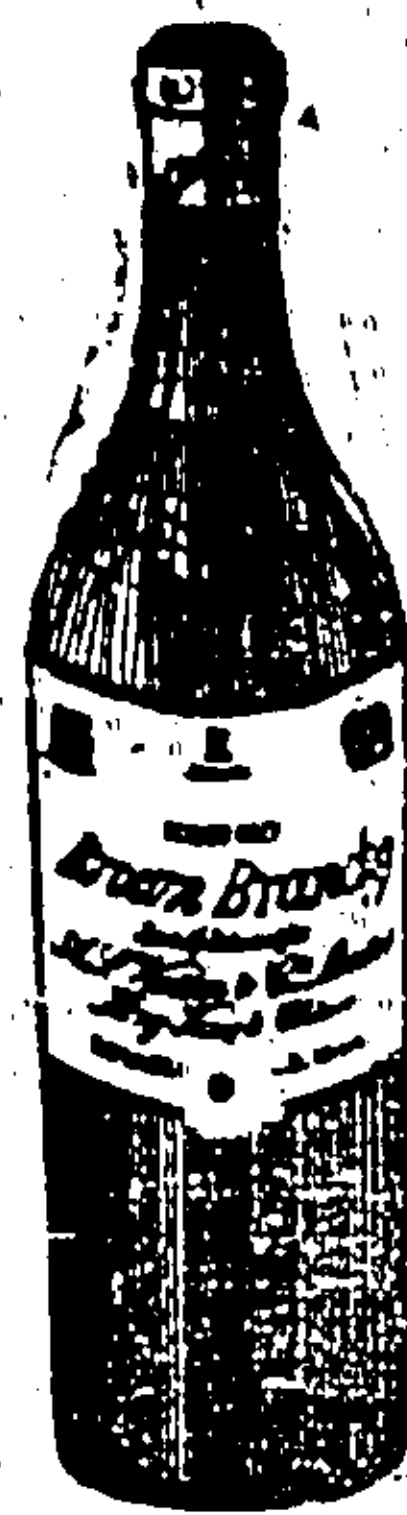
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GENERAL YUDENITCH'S DASH ON PETROGRAD:

DETERMINED RESISTANCE OF THE BOLSHEVIKS.

BRITAIN'S FINANCIAL PROBLEM:

CAPITAL LEVY ON WAR PROFITS PROPOSED.

IMPORTANT INCOME-TAX DECISION AT HOME.**DEFEAT OF THE BRITISH GOVERNMENT?****PREPARATIONS FOR THE EX-KAISER'S TRIAL.**

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH GOVERNMENT DEFEATED?

OPPOSITION OFFERED BY 100 MINISTERIALISTS.

LONDON, October 24th.

The defeat of the Government is due to the combination of the Labourites, Independent Liberals, and the anti-Ally Group. At least 100 Ministerialists are opposing the Government owing to the Government's attitude.

[The above cable was evidently intended to follow one despatched earlier but not received. Consequently, it is impossible to understand the political situation.—Ed. H.D.P.]

THE WAR ON BOLSHEVISM.

YUDENITCH'S ADVANCE ON PETROGRAD.

LONDON, October 22nd.

General Yudenitch, whose headquarters are at Tsarskoye, is apparently meeting with stiffer Bolshevik resistance. He is concentrating his troops pending the arrival of guns and reinforcements, but is so confident of victory that he has telegraphed to America appealing for food for Petrograd when it is captured.

General Yudenitch's force is estimated at Helsingfors, not to exceed 12,000 while the Bolsheviks are reported to have concentrated 25,000. Finnish military authorities express the opinion that Petrograd may be a trap for General Yudenitch.

GENERAL DENIKEN'S REAR MENACED.

A new threat to General Deniken's rear is indicated in a telegram from Constantinople which reports that the followers of the "brigand chief," Mahkmo, have cut the railway from Crimea to wards the north.

BOLSHEVIK DESTROYERS SUNK.

LONDON, October 22nd.

The Admiralty announces that four Bolshevik destroyers, on October 21st, attempted to attack Estonian vessels and British destroyers lying in Rapla Bay. Two Bolshevik destroyers were sunk. Six survive a were picked up. No British or Estonian casualties occurred.

GENERAL YUDENITCH'S ADVANCE HELD UP.

In a communication, General Yudenitch, yesterday, admitted that the enemy counter-attacks partially held up the advance on Petrograd. These attacks extend from the west of Krasnaya Gorka, which is still holding out, to Tsarskoye.

A new feature is the appearance of Bolshevik tanks, which, a Moscow message says, were manufactured in Petrograd. Their appearance at the front is inspiring the Bolsheviks with enthusiasm, hence the struggle for Petrograd may become a battle of tanks, as General Yudenitch is also using them.

One reason for the pause in General Yudenitch's advance is believed to be the forts built in 1915 to guard the approaches to Petrograd.

The refusal of Finland to co-operate with General Yudenitch on the expense of, is another embarrassing factor.

It is now admitted that Kronstadt is still in the hands of the Bolsheviks.

PETROGRAD POSITION CRITICAL.

STOCKHOLM, October 23rd.

M. Trotsky, in a manifesto from Moscow states that the position is critical. The troops have retired to Pulkovo, the extreme limit of the defences of Petrograd. Any further retirement will transfer the fighting to the city.

Trotsky says that tanks are now supporting the Red troops who have rallied, but the enemy is only one day's march from Petrograd. Work on the fortifications must be continued and the defence of the city organised.

BOLSHEVIKS' STUBBORN RESISTANCE.

REVAL, October 22nd.

The Bolsheviks are still stubbornly resisting ten versts south of Petrograd. Regiments are arriving from Moscow to defend the city.

FINLAND WILL NOT PARTICIPATE.

HELSINGFORS, October 22nd.

Finland will not officially participate in the attack on Petrograd which both the Socialists and the Agrarians oppose the latter on the ground of expense.

YUDENITCH RENEWS HIS OFFENSIVE.

STOCKHOLM, October 24th.

A message from Reval states that General Yudenitch has renewed the offensive on the whole front.

A communication chronicles a successful advance in the directions of Pakoff, Luga and Tsarskoye, and mentions the capture of six positions in the vicinity of Tsarskoye as a result of the attack.

Tanks also have advanced to within three miles of Krasnaya Gorka, the capture of which would mean the fall of Petrograd.

THE NORMAL LIFE OF THE BOLSHEVIKS.

LONDON, October 24th.

Major Sayer, who has just returned from Russia, interviewed by Reuter said that his investigations at Kieff, and elsewhere, showed that wholesale murders, robberies, and torture chambers were part of the normal life of Bolshevism in Russia.

Many Bolshevik torturers and murderers—men and women—when captured, pleaded that they were irresponsible cocaine fiends, who joined the Bolsheviks in order to get supplies of the drug.

One of the worst was a young woman who specialised in killing "White" officers. She is credited with the murder of several hundred. Her practice was to stand her victim against a wall and start shooting a revolver, beginning at the feet, working up to the legs and body and only despatching the victim when in a state of collapse.

BRITAIN'S FINANCIAL POSITION.

THE NEED FOR EARLY IMPROVEMENT.

LONDON, October 23rd.

Mr. Austen Chamberlain, in a statement last night, said that for the six months ending September 30th, the average daily expenditure was £4,325,000 and the income £2,508,000. He hoped that matters would improve in the second six months.

There would be no autumn budget, but a general financial discussion would take place in the House of Commons next week.

The obligations of the Allies to Britain amounted to £1,622,000,000 and the obligations of the Dominions and Colonies to £158,000,000.

He expected to receive about £6,000,000 in the current year as interest on payments from the Dominions and Colonies. No interest was being paid by the Allies at present.

DEBATE IN THE HOUSE OF LORDS.

LONDON, October 23rd.

In the House of Lords, Lord Buckmaster drew attention to the grave financial position of the country, and moved a resolution declaring that further taxation was instantly essential.

He contended that the best course would be a capital levy on war profits, perhaps, also, an increase of income-tax, otherwise national bankruptcy would ensue.

Lord Milner, replying, declared that although the serious financial situation did not warrant the talk of bankruptcy or such changes in the fiscal system, the position of Britain was less serious than any other great country except the United States and Japan. He deprecated a general capital levy, and said that trade was recovering rapidly and would continue to do so more rapidly if industrial troubles could be averted.

He outlined the difficulties of reverting to Treasury pre-war control of expenditure, but said they were proceeding vigorously in this direction.

He pointed out that the great increase in the Chancellor's estimated deficit was largely due to deferred receipts which should be received in the following year.

For the current year, the only reasonable way was to regard the deficit as a part of the war-burden due to non-recurrent commitments. The various estimates of the war burden wrongly assumed that we would not get anything back from the Allies, the Dominions, and Germany, but it was certain that in the next year we would receive several hundred millions sterling from the liquidation of war assets and debts from the Dominions—all of which could be regarded as good debts.

Although the amounts to be recovered from foreign countries and Germany were speculative, nevertheless it was preposterous to assume that while we were going to discharge our obligations to the Allies to the last penny, they were not going to pay anything.

He was confident that we would receive a substantial contribution from Germany towards relieving the war-burden.

Lord Buckmaster's proposed capital levy on war profits deserved careful consideration. He denied that there was any necessity to rush into such schemes. The wolf was not at the door. Whatever was done, they must not draw more revenue from incomes under £1,500.

There were great sources of wealth in the development of electricity and wireless, in new methods of transport, in the science of the air, also in the Colonies and Protectorates, if they developed more energetically than up to the present. Both the country and the Empire were, potentially, immensely rich.

The debate was adjourned.

ENFORCEMENT OF THE TREATY.

THE CO-ORDINATION COMMISSION APPOINTED.

A Havas message says:—The Co-ordination Commission, which will take the place of the Council of Five, has been selected. Mr. Matsui represents Japan, M. Pichon and General Berthelot, France, Lord Derby, Great Britain, M. Pagliano, Italy and, probably, Mr. Hugh Wallace, the United States.

This Commission will be the supreme tribunal for all the Treaty Enforcement Commissions.

Marshal Foch informed the Supreme Council, yesterday, that the occupation of the Rhine territories where plebiscites are to be held, will necessitate the concentration of troops. This will require a certain time.

It is hoped that occupation will be accomplished early next month, when the Treaty will be enforced.

TRIAL OF THE GERMAN CRIMINALS.

PARIS, October 21st.

The list of 500 German officers to be court-martialled for war crimes, completed by the Department of Military Justice, includes the Crown Prince and Prince Rupprecht.

A WARNING TO THE BERLIN GOVERNMENT.

PARIS, October 22nd.

The Germans having attempted to elude the conditions of the Peace Treaty in the case of merchant steamships by fictitious or real sales to Dutch Shipping Companies, M. Clemenceau has sent a communication to Herr Loeper advising the Berlin Government that the Allied Powers will not recognize any transfer of enemy tonnage to neutral flags during the war.

Consequently, the Supreme Council has requested Germany to surrender five ships.

THE PAYMENT OF INDEMNITY.

LONDON, October 23rd.

In the House of Commons, at question time, Mr. Cecil Harmsworth stated that steps to recover indemnity from Germany could not be taken until the Treaty had been ratified, but much preliminary work had been done by the committee representing the principal Governments concerned.

In particular, deliveries under Articles 4 and 5 of the Treaty had commenced.

Mr. Bridgeman stated that the Government had been informed that Germany had no great quantity of goods to export at present.

ALL PREPARATIONS BEING MADE FOR TRIAL OF EX-KAISER.

LONDON, October 21st.

In the House of Commons, replying to Commander Kenworthy, Mr. Bonar Law said that the request to Holland to surrender the ex-Kaiser for trial cannot be made until the Peace Treaty is formally ratified. Meanwhile, all the necessary preparations for the trial are being made. (Cheers.)

MORE GERMAN PLOTS.

TO BRING ABOUT NEUTRALISATION OF ALSACE-LORRAINE.

PARIS, October 24th.

A Havas message says:—The French Police have discovered, in Strasbourg, a political conspiracy having its origin in the German Foreign Office, to bring about the neutralisation of Alsace-Lorraine.

The plan of the conspirators, as set forth at their last secret meeting, was to carry on an agitation in the Press against French rule in Alsace. Street demonstrations had been planned for November 8th, to coincide with the Spartacist outbreak in Germany.

INCOME-TAX.

AN IMPORTANT HOME DECISION.

LONDON, October 23rd.

An important income-tax decision has been given by the Court of Sessions at Edinburgh.

The Scottish Union and National Insurance Company held £100,000 preference stock in the New Zealand and Australian Land Company, bearing interest at 4 per cent.

In paying a dividend, the Land Company deducted the United Kingdom income-tax of five shillings in the pound. Under the Finance Act, the Company, in respect of having paid the Colonial income-tax on part of its income earned overseas, received re-payment of the United Kingdom income-tax at the rate of 18d. in the pound.

The question was whether the Insurance Company, as holders of the preference stock, were bound to pay more than 3s. 6d. in the pound tax on their dividends.

The Court held that the deduction of 5s. in the pound from the dividends was according to statute and they were not entitled to a share in the rebate paid to the Land Company.

LABOURS IMPERIAL POLICY.

"CONCILIATION THROUGH SELF-GOVERNMENT."

LONDON, October 23rd.

Mr. Arthur Henderson, discussing Labour's Imperial policy in the periodical "Overseas," writes that Labour is certainly not a Little Englander in the sense of being indifferent to the potential utility of this great alliance of free States which the Empire, in its best aspect, implies. Labour stands in all its traditions for the principle which has made the real strength of the Empire, namely, conciliation through self-government.

THE PRINCE OF WALES.

VISIT TO THE U.S.A. CANCELLED.

LONDON, October 21st.

The Times says it is understood that the Prince of Wales' visit to the United States has been cancelled owing to President Wilson's illness.

CHARACTERISTICALLY ENGLISH CITIES VISITED.

WINDSOR (ONTARIO), October 24th.

The Prince of Wales was very busy on October 22nd visiting the characteristically English cities of Woodstock, Chatham and London, the centres of important manufacturing and farming communities, which turned out en masse to ovate His Highness.

Replying to an address at London, the Prince of Wales dwelt on the great industrial structure of Canada. The city was decorated and illuminated very lavishly, the illuminations being obtained by water power from the Niagara, 100 miles distant.

The Prince of Wales was accorded a wonderful reception at Windsor on October 23rd. Thousands crossed the border from Detroit to supplement the large population. A cheering crowd blocked the streets, even climbing the engine of the Royal train to obtain a glimpse of the Prince.

NEW YORK HARBOUR STRIKE.

SHIPPING STILL DISORGANISED.

NEW YORK, October 22nd.

The longshoremen's strike has been settled.

NEW YORK, October 23rd.

The longshoremen have not resumed work, owing to a number of unions repudiating the agreement and submitting fresh demands.

GOVERNMENT TAKES STERN ACTION.

NEW YORK, October 21st.

Troops have been placed on the army piers for the purpose of ending the German port congestion due to the longshoremen's strike, with orders to shoot if necessary.

PRESIDENT WILSON.

PROGRESS TOWARDS RECOVERY.

WASHINGTON, October 22nd.

A bulletin issued this evening says that President Wilson passed a comfortable day. He signed several Acts of Congress.

SICK-BED APPEAL FROM PRESIDENT WILSON.

WASHINGTON, October 24th.

In response to another sick-bed appeal from President Wilson, the members representing the public at the Industrial Conference continued their session in the hope of formulating a programme acceptable to both Capital and Labour.

AMERICA'S TRADE.

SUGGESTED FORMATION OF ANOTHER ORGANISATION.

ATLANTIC CITY, October 23rd.

At the International Trade Conference, the Secretary of Commerce, Mr. Redfield, urged the formation of a United States credit granting organisation to purchase securities from struggling foreign nations, under the supervision of the Federal Reserve Board, with a capital of \$1,000,000,000, which would issue small bonds saleable in the United States.

Mr. Redfield said that the United States could not get along by selling goods abroad against cash.

The American sub-committee on textiles, metals and petroleum has reported that the American production of these commodities are ample to meet all foreign requirements.

AMERICAN LABOUR.

AN IMPORTANT CONFERENCE AT WASHINGTON.

WASHINGTON, October 23rd.

The National and Industrial Conference of groups representing Labour and the Public voted for a resolution, introduced by Mr. Samuel Gompers, recognising the right of collective bargaining.

The Employers' group voted against the resolution, which was lost under a rule requiring unanimity. Subsequently, the Labour group withdrew from the Conference.

Mr. Gompers, addressing the Conference, declared that the Executive of the Labour group had the previous night, voted in support of the steel strike morally and financially.

BRITAIN'S COLONIES.

INTERESTING SPEECH BY LORD MILNER.

LONDON, October 22nd.

Lord Milner, presiding as a member at the Corona Club, said in tribute to the war services of Colonial Civil Servants, including those compelled to star at their posts. It was due to the latter that the machinery of the Government was carried on throughout the war as steadily as in peace time.

The wonderful evidence of the loyalty of its diverse races. It was impossible to lay down a general rule for the extension of self-government in the vast Empire, but they should learn as far as possible towards giving the people management of local affairs.

The development of the Colonies and Protectorates was imperative. He intended to get all the money possible for such development, in spite of the difficulties in these days of rampant economy.

COST OF LIVING AT HOME.

MINERS DECIDE ON ACTION.

The Miners' Federation Conference, which debated on the increasing cost of living and unanimously decided to urge the Parliamentary Committee of the Trades Union Congress to arrange for the Labour Movement to meet and decide a policy which would bring about a reduction.

THE BRITISH MINISTRY.

LORD CURZON AND MR. BALFOUR EXCHANGE POSTS.

Lord Curzon has been appointed Foreign Secretary.

Mr. Balfour has been appointed Lord President of the Council in succession to Lord Curzon.

TRUSTS AT HOME.

FULL INVESTIGATION BEING CARRIED OUT.

LONDON, October 23rd.

In the House of Commons, Mr. Bridgman stated, in regard to the investigation of the operation of Trusts, that enquiries were being made into the cost and the profit in all stages of handling and distribution of fish, and sub-committees were investigating cotton, tobacco, and soap.

VERDUN.

FORTRESS HUNGRILY COVETED BY THE ENEMY.

A Havas message says:—

The Cross of the Legion of Honour, which, since 1918, attested to the heroic resistance at Verdun, will now be accompanied by the Croix de Guerre.

In the citation signed by M. Clemenceau, Verdun is described as a fortress bravely evaded by the enemy but which was victoriously held against the powerful efforts and redoubled strokes of its assailants. Verdun has valiantly supported her losses and the ruin caused by a bombardment without precedent in history, symbolizing the resistance of France.

GERMAN NEW GUINEA.

DEPORTATION OF GERMANS DEMANDS.

BRISBANE, October 23rd.

A deputation of exiles, headed by Mr. W. M. Hughes, to deport the Germans from the plantations in German New Guinea.

Mr. Hughes promised that if he were returned to power he would visit New Guinea and then decide.

ADMIRAL JELlicoe's TOUR.

AN INCIDENT AT CHRISTMAS ISLAND.

AUCKLAND, October 23rd.

The Iron Duke, with Admiral Jellicoe aboard, in the course of a tour of inspection, picked up two white men and one native on Christmas Island, who met the landing party with revolvers in hand, believing them to be Germans. They did not know the war was over, having been cut off from the outside world for 18 months.

THE UNION OF SOUTH AFRICA.

GOOD OPPORTUNITY FOR "BEST-MAN" GOVERNMENT.

BLONFONTEIN, October 23rd.

At the South African Unionist Party Congress, Sir Thomas Smuts, the leader of the Opposition, declared that the present was a good opportunity for the "best-man" Government.

General Smuts ought to seize it. The Unionist Party were prepared to amalgamate with the Afrikanerists, but the Unionists did not want simply absorption.

Sir Thomas Smuts advocated Imperial preference.

CABLE DELAYS.

DUE TO FRESH BREAKDOWNS.

LONDON, October 24th.

Reuter wires.—Owing to fresh cable break-downs serious delays are inevitable to all parts of the world, necessitating our reducing the service to avoid overloading the lines still working.

ADMIRAL BEATTY'S TITLE.

LORD BEATTY OF THE NORTH SEA.

LONDON, October 22nd.

Admiral Sir David Beatty's new title will be Lord Beatty of the North Sea.

TBAITOR CAILLAUX.

TRIAL BEGINS IN PARIS.

PARIS, October 23rd.

The trial of M. Caillaux began to-day. The accused looked thinner.

FRENCH FINANCES.

GREATEST CREDITOR COUNTRY IN THE WORLD.

PARIS, October 19th.

A Havas message says:—In the course of a debate in the French Chamber of Deputies, on the Bill for improving the treatment of collecting taxes, M. Klotz, Minister for Finance, remarked that many pessimistic and inaccurate statements on the French financial position had been made.

In spite of the war, and vast sums lent by the United States, France is still the greatest creditor country in the world.

Before the war the amount of money invested by French citizens abroad was \$1,920,000,000 of which Russia absorbed one-fourth. French advances to other countries during the war was \$280,000,000. There was also a sum of \$280,000,000 due for material, of which only one-tenth was due by Russia.

France thus had claims on other countries amounting to \$1,000,000,000 francs or \$2,440,000,000; which was 50 per cent. more than what she owed to Great Britain and the United States. That was besides her claims on Germany.

From the budget point of view before the war France's revenue amounted to \$1,920,000,000. The budget estimate for 1919 was \$248,000,000; but the actual receipts were so much above the estimate that the total revenue might fairly be put at \$400,000,000.

The principal increase is the stamp duties, an excellent sign showing that mortgages were paid off estates changing hands, and farmers becoming landowners.

M. Klotz said: There has been no doubt that the country could support 50 per cent. more taxation than it does now; especially when the invaded departments would bear their share. This increase would enable receipts to balance the expenditure.

THE GOLF CHAMPIONSHIP.

A. B. STEWART WINS EASILY.

The course was in excellent condition and the weather perfect yesterday, when the final tie in the Golf championship was played at Farningham between A. B. Stewart and Lieut.-Col. Coles.

Stewart is much the better golfer, and this is his second year as champion. The last time he won was in 1915, when he defeated S. H. Dodwell in the final. His free and easy swing and pretty follow-through contrasted strikingly with the rather cramped style of his opponent, who nevertheless got a fairly long ball with his three-quarter swing and kept a very straight line. Stewart finished five up as a result of the morning round, but neither played anything like championship golf, Stewart taking 89 and Coles 86 for 17 holes. Coles was very weak on the green or he might easily have finished the morning round all square. He only began to show up at the 17th and 18th holes, when he lowered his opponent's lead from 7 up to 5 up.

In the afternoon round Stewart never gave his opponent a chance and, though he has often done better than his score of 50 for nine holes, still this was good enough to enable him to win by 10 up and 9 to play. Coles usually excels at the short game, and it was his putting that beat Dodwell in the semi-final, but he was lamentably weak in this department yesterday, and towards the end seemed to lose his nerve altogether on the green.

Stewart was erratic at times, and at one stage developed a dangerous pull, but he steadied up after that, and his 9 holes in 40 was quite good.

Coles won the toss and led off with a good straight shot. His opponent, also, did well from the first tee. Both were on with their seconds, but Coles was very short with his approach putt and did not get his fourth down. Stewart had a three-foot putt for the hole but just failed, and a half in 3 was the result.

Both played the second hole badly. Stewart sliced into the rough, and Coles, who was just short of the bunker with his second, took two more to get over, and missed an easy putt for a half in 6. Stewart winning the hole.

At the short third both players pitched on to the green, but Stewart was very short. A fine approach putt, however, gave him the hole in 3, as Coles again took 3 putts.

The fourth hole was halved in 5. Both got well off the tee. Stewart was on in 2 and looked as if he had the hole, for his opponent's overran with his third. But Stewart was too strong with his approach putt, and did not get back, and Coles laid his fourth shot dead.

At the fifth hole the wind, which was dead against the players, took the length out of both drives. Both were on in 2, and again Coles required 3 putts and lost the hole in 5-4. Stewart was now 3 up.

At the long 8th, Stewart sliced into the rough and this cost him the hole, as his opponent, keeping in the fairway, was down in 5 to his 6.

Stewart laid his drive nicely on the 7th green. Coles was short, but laid his approach dead. Stewart's approach putt ought, also, to have been dead, but he ran round the hole from 12 inches and lost in 4-3.

Coles again had a chance to reduce his lead at the 8th, as Stewart pulled his drive, but he failed on the green and lost the hole in 6-5, taking his usual 3 putts.

At the turn Stewart again pulled his drive, but got a fine second, and, as Coles was badly in the rough with his 3rd, it looked as if Stewart's hole. Coles, however, surprised himself by sinking a good putt for a half in 6, making Stewart 2 up at the turn.

A good drive over the "Saddle" and a good second enabled Stewart to be well on the 10th green in 3, and he just missed a 4, but a 5 was good enough to win the hole from his opponent, who had been in trouble from a pulled drive.

At the 11th Coles drove into the rough to the left of the fairway, and with his second was in a fine position. He tried twice to get out, and eventually picked up, this making Stewart 4 up.

At the "Gem" Stewart pitched beautifully on, but Coles was short. His approach was also short, and it looked as if it were to be Stewart's hole as he made a fine approach putt. Coles, however, in trying for a half in 3 over-ran the hole and

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THE GOLF CHAMPIONSHIP

(Continued from page 5.)

At the fourth Stewart sliced badly and found one of the pot-bunkers; he got well out, however, and a raking third and a six-foot putt enabled him to get a lucky half in 5.

Both played the 5th hole badly. Each was short off the tee, and neither was on with his second. A half in 5 was a fitting result.

At the sixth Coles pulled into the rough, but was lucky to get a good lie and was on in 3. Stewart hit a very high ball off the tee, but got a beautiful brassie shot, which, coupled with his opponent's bad putting, gave him the hole in 5-6, and made him 8 up with 12 to go.

Stewart was on the edge of the green from his creek shot at the 7th, and laid his approach dead to win the hole in 3.

At the 8th Stewart got a splendid long drive and laid his second on the green pin high. Coles was on with his brassie in 2, and a half in 4 resulted, the score being:—Stewart 9 up, and 18 to play.

Coles lost the hole and match at the 9th. He sliced into the valley between the 8th and 9th fairways, and though he got well out, Stewart was giving nothing away, and, with a pretty drive and a good third, won comfortably in 5-8.

The scores for this half round were:—

Stewart—5, 5, 3, 5, 5, 5, 3, 4, 5=40

Coles —5, 6, 4, 5, 5, 6, 5, 4, 6=48

JUNIOR CHAMPIONSHIP.

In the Junior championship the following were the results of the matches played:—

Lt.-Col. Kilgour beat A. Murdoch.
J. W. Franks beat H. Scott.
J. E. Sharpe beat H. J. Gedge.
Col. Clement-Smith beat H. West.
A. K. Henderson beat Capt. Archer.
J. T. Kidd beat Capt. Murray.
R. L. Monticelli beat C. C. Stark.
E. R. Hallifax beat G. B. Leyton.

"VANITY FAIR."

MR. EDGAR WARWICK'S COMPANY
AT THE THEATRE ROYAL.

The return of the Vanity Fair Company is welcome. Upon their first visit to Hongkong last season they played to crowded houses each evening and established a reputation as bright entertainers which has not been forgotten. They have come again at a moment favourable to their success. For one thing, it is some months since a theatrical touring party has included the Colony in its itinerary, and, consequently, we are not suffering from a satiety of this form of entertainment. For another, the cold weather has just set in and an evening at the theatre does not necessarily mean limp collars or the acute physical discomfort often entailed in mid-summer. These circumstances combined to fill the Theatre Royal on Saturday night and the variety, the freshness and the general standard of excellence of the programme presented should be sufficient to fill it again every evening this week. With the dollar standing in the neighbourhood of 4/6 the booking office receipts may have a softening influence on Mr. Warwick's heart—or, perhaps, he would prefer to say head; it depends upon the point of view—and lead him to remove the cause of Mr. Leslie Holmes' complaint that he is paid a weekly wage, "oh, so weakly." It does not seem right to us that a gentleman of Mr. Holmes' ability whose droll humour and caricatures would keep us amused for hours on end should be worried by such a petty consideration as the lack of pounds, shillings and pence. He is certainly no believer in the "can-can" principle as far as the output of fun and merriment is concerned. He gives them in full measure. His side-stepping and fox-trotting as a waiter in the fantastic restaurant should alone be sufficient to place him in a position of affluence whilst his method of "wiggling" his moustache ought to be worth a fortune in any society where rewards are distributed in strict accord with merit.

The success which the "Vanity Fair" combination achieves is due to the fact that, it has hit upon exactly the right kind of entertainment for a comparatively small company which has, perforce, to spend the greater part of its time in travelling from one place to another, and, having decided upon the form of entertainment, the members of the party have spared no pains to make it as perfect as possible in every detail. There are only nine or ten performers, but each one is a little star. All can sing—several of them, Miss Eileen Boyd and Mr. George Graystone for example, exceedingly well—with the result that the choruses are excellent, and there is a full volume of sound for all concerted numbers. There are many companies with far more members who would have failed to secure such a good effect as the "Vanity Fair" Company did in their amusing contest between Opera and Rag-time. The lighting is good, the costumes, or perhaps we should say "frocking," very dainty and attractive, and as a result of constant rehearsing, presumably, the little combination of players work together like clockwork. We get a chorus, a dance, some highly entertaining patter from Mr. Leslie Holmes; a solo of more than usual merit from Mr. Graystone, Miss Eileen Boyd or Miss Madge Griffiths; a pleasing contribution from Mr. Sydney Manser and Mr. George Titchener; and something in the nature of a scene from a revue as a finale. All follow one another in quick succession. There is no waiting; no interval during which interest is allowed to flag.

The Company, in short, put on an up-to-date concert programme in a "revue-like comedy" setting, and ring the changes so that all tastes are catered for. That seems to us an ideal comedy entertainment for companies coming East, because it can be perfectly produced by a comparatively small but carefully chosen party of trained artists.

"Vanity Fair" it should be remembered, is to be presented in a new edition every evening.

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[1353.]

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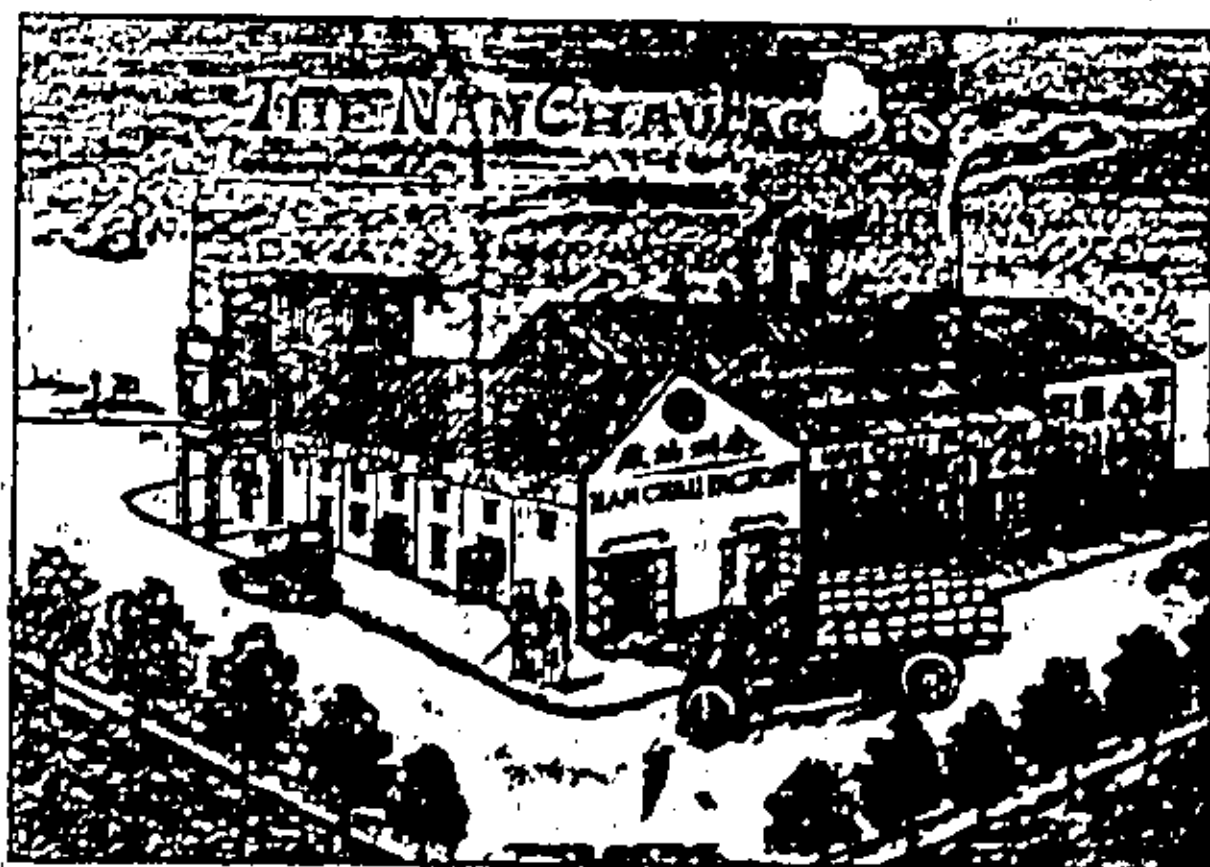
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PLAYS AT MOUTRIE'S.

[1201]



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NOTICES TO CONSIGNEES.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.THE Steamship
"CITY OF FLORENCE"

having arrived, Consignees of Cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd October will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th October, 1919, or they will not be recognised.

All Broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 31st October, at 9 A.M.

No Fire Insurance will be effected by the Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents, Hongkong, October 13th, 1919. [1393]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO and STRAITS.

THE Steamship

"CARDIGANSHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

Goods not cleared by Oct. 28th, 1919, at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on Oct. 28th, 1919, at 10 A.M.

Claims against the Steamer must be presented within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, October 21st, 1919. [1423]

NOTICE TO CONSIGNEES.

BRITISH INDIA S.N. CO. (APCAR LINE).

"GREGORY APCAR"

Arrived Hongkong on Oct. 21st, 1919,

FROM CALCUTTA, RANGOON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents, Hongkong, October 21st, 1919. [1421]

FROM BOMBAY AND SINGAPORE.

THE Japanese Steamship

"SODEGAURA MARU"

having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claim will be admitted after the Goods have left the Godowns and Goods not cleared by October 31st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined at 10 A.M. on THURSDAY, Oct. 30th, by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

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GEO. GRIMBLE & CO., Agents, Hongkong, October 24th, 1919. [1434]

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PLIGHT OF EX-FIGHTERS.
ADMIRAL BEATTY'S PLEA.

Admiral Beatty received the freedom of the city of Dundee, on September 6th, his reception being most cordial. In acknowledging the honour, the admiral said he was all the more proud of it because it was conferred on him as a representative of the Grand Fleet, and also as a token of appreciation of the services of his Majesty's Royal Navy throughout the war.

Scotland was the home of the Grand Fleet, and the coast of Scotland was the base of our major naval operations, the headquarters of our naval strategy in the vital theatre of the war. The provision of proper protection for the harbours which sheltered the Fleet was a work of great magnitude, undertaken in the face of the enemy, and under the high pressure prevailing at the time.

But the task was met with Scottish energy and resource, and our harbours were made secure actually during the progress of the war. The construction of these stationary defences, however, was only part of that task. The efforts of the enemy were naturally focused, to a large extent, upon the channels, by which vessels of the Fleet sailed to and from, and it was of the greatest importance to keep these channels clear of lurking submarines and hidden mine.

The safe keeping of these passages fell largely upon Scottish fishermen, whose skill, hardihood, and proved courage were a tower of strength to the Empire. Scotland could claim to have sustained the Grand Fleet for four and a half years. The rapidity and efficiency with which the ship-repairing resources of Scotland were converted to the service of the Fleet proved a powerful factor in the conduct of the war.

One of the most striking achievements, apart from the creation of the new dockyards at Rosyth and Invergordon, was the success which attended the adaptation of the resources of the sea ports to assist in the work of repairing and refitting our smaller craft undertaken by hands which had little or no previous experience of that type of work.

Dundee could, indeed, be proud of her share in that work. The wonderful achievements of the Empire during the war were the result of a clear understanding of the danger with which we were threatened and the inflexible determination of our loyal men and women to achieve success. Having won the war, we were now confronted with another great task that of regaining the prosperity which we had lost during the war, and this necessitated the same inflexible determination of every man and woman, so that we could achieve in peace the same crowning success we had won in the war.

Replied to the toast of his health at a subsequent civic luncheon, Admiral Beatty said the greatest difficulty of the war was not in defeating the enemy, but in defeating the elements in the North Sea. It had been said that the British Navy was a silent service. It had been keeping the North Sea day and night for four and a half solid years; it had said nothing because it had nothing to say. He made a strong appeal on behalf of those who had suffered through the war. He knew, he said, many cases of widows and orphans and of maimed men who were in trouble and distress, and also of officers who, owing to the reductions that were taking place in his Majesty's Forces, were being thrown on their own beam ends. These men had shown by their services that they were worthy of consideration. They were ready and willing to work for their living, just as they were ready to give their lives for their country, and it would help very much if employers kept them in mind.

"OLD POLITICAL SHIBBOLETHS."

NO REAL FREEDOM OF TRADE.

Mr. C. A. MacCurdy, Parliamentary Secretary to the Ministry of Food, in the course of an article published in the *Daily Chronicle* discussing the control of prices by trusts and trade combines, says:

"A few months ago many people believed that as soon as we got rid of wartime restrictions, and controls, restored freedom to individual enterprise, and gave free play to the economic forces of competition, increased supplies and lower prices would necessarily result. Six months' experience of de-control has proved these expectations to be unfounded, at any rate so far as foodstuffs are concerned."

"The mistake we made was in supposing that in the world of 1919 the economic factors of competition and operation of what the old economists called the 'law of supply and demand' are any longer determining factors in regulating world prices of commodities. We are, in fact, passing through a period of economic transformation in which free competition has to a very large extent ceased to exist, and in which prices are determined not by competition but by the control of great trade combinations and organizations which in one form or another, at some stage of production, transportation or distribution now load on in varying degrees the price of virtually everything we consume."

"Few people realize the extent to which economic conditions already have been transformed. We still use old political shibboleths without realizing how completely they have lost their meaning. We still speak of free trade but we are living in a world in which any real freedom of trade, as understood by Adam Smith or Richard Cobden, long ceased to exist. There are still those who repeat 'no tax on food' in reference, perhaps, to some small proposal with regard to the Dutch tax on tea, but who seem unconscious of the fact that to-day an international meat pool is able to tax an important part of our food supply at its pleasure."

"The tax on food is none the less a tax as the British housewife well knows, because it is imposed by a meat trust and not by the British Government!"

LICENSING SESSIONS.

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of the LICENSING BOARD will be held in the Council Chamber, on FRIDAY, the 7th day of NOVEMBER, 1919, at 12.15 P.M., at which the following applications will be considered under the Liquors Consolidation Ordinances, 1911 and 1917:—

No.	Names of Applicants.	Description of Licence applied for.	Sign of House.	Situation of House.	Whether the Applicant has held a Licence to sell Liquor in the Colony and, if so, for how long.	Remarks.
1	James Harper Taggart	Publican's Licence.	The Repulse Bay Hotel	Rural Building Lot 142, Repulse Bay	10 years.	
2	Herbert Nicholas Beaupair	"	Hongkong Hotel	18, Des Vaux Road Central, and 11, 15 and 17, Pedder Street	2 "	
3	Job Wittchell	"	King Edward Hotel	5, Des Vaux Road Central, and 4, Ice House Street, 3rd, 4th and 5th floors	4 "	
4	Fritz Albert Chopard	"	Aster House Hotel	13, Queen's Road Central	11 "	
5	James Henry Oxberry	"	Palace Hotel	42, 43 and 44, Hiphong Road, Kowloon	2 "	
6	Mrs. Flora Blair	Hotel Keeper's Adjunct Licence.	Peak Hotel	19, Chamberlain Road	2 "	
7	Mrs. Louisa Jane Stewart	"	Station Hotel	Nathan Road, Kowloon	2 years.	New application.
8	Brown	"	Tokyo Hotel	36, 37, 38A & 38B, Pottinger Street	1 year.	
9	Isokichi Seki	"	Chitose Hotel	6, 7 and 8, Hau Fung Lane	1 year.	
10	Juhachi Tada	"	Kowloon Tel.	39, Peking Road, Kowloon	3 "	
11	Tokutaro Miyajima	"	Sushiro Hotel	45, Hiphong Road, Kowloon	4 "	
12	D. M. Goodall	Restaurant Keeper's Adjunct Licence.	Wiseman, Limited	14, Des Vaux Road Central	4 "	
13	Tokutaro Ishiyama	"	Iroha Hotel	1, Haungung Lane, Wanchai	3 "	
14	Mrs. Nellie Babbage	"	Alexandra Cafe	16, Des Vaux Road Central	4 "	
15	Sobichi Yoshizawa	"	Yoshizawa Tokubachi	35, 36 and 37, Praya East	16 "	
16	Mrs. Yone Nannum	"	Haranya Hotel	22, 23 and 24, Praya East	74 "	
17	Joe Yamakawa	"	"	47, Praya East, Ground and 1st floors	21 "	
18	Yoshitaro Futami	"	"	1, Spring Garden Lane, Ground floor	Do.	
19	Kazu Nomura	"	Shokudokura	7, Cross Street	Do.	

G. A. WOODCOCK,

Secretary to the Licensing Board.

[1439]

Hongkong, October 24th, 1919.

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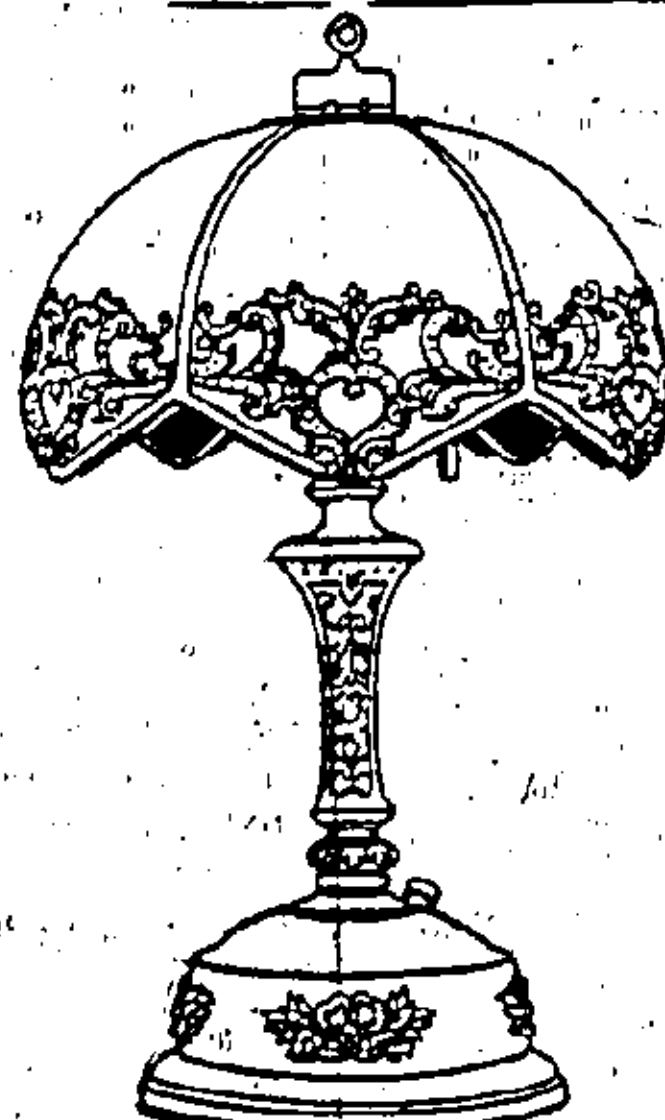
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"ELKTON" ... About ... Nov. 19th.

"WESTERN KNIGHT" ... About ... Dec. 7th.

"ELDRIDGE" ... About ... Dec. 10th.

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1425]

SHIPPING NEWS

ARRIVALS

October 25th.
Devaungue, British str., 1,047 tons, Capt. Shearer, from Hoihow, with a general cargo—Kwang Sing.
Dunlop, British str., 4,420 tons, Capt. B. P. Fyfe, from Singapore, with a general cargo—P. & O.
Empress of Russia, Bri. str., 10,810 tons, Capt. S. Robinson, from Vancouver, which port she left on October 2nd, with a general cargo—C.P.O.S.
Kuifong, British str., 957 tons, Capt. Mitchell, from Hoihow, with a general cargo—P. & O.
Linau, British str., 1,200 tons, Capt. Cole, from Java, with a cargo of sugar—B. & S.
Nam Wan, Portuguese str., 270 tons, Capt. Costa, from Hoihow, with a general cargo—Tai Fung.
Taihan, Chinese str., 1,215 tons, Capt. Westerland, from Canton, with a general cargo—C. M. S. Co.
Tymonck, Dutch str., 3,622 tons, Capt. P. Van Scherneck, from Batavia, with a general cargo—J. C. L.
Wa Sun, British str., 245 tons, Capt. J. P. Somerville, from K. C. Wan, with a general cargo—Wang Hing.
Wing Hing, Chinese str., 264 tons, Capt. Souza, from K. C. Wan, with a general cargo—Fat Hing.
Wing Hing, Chinese str., 259 tons, Capt. Chuen, from K. C. Wan, with a general cargo—Shun On.
October 26th.
Drufur, Norwegian str., 1,102 tons, Capt. Hjorth, from Bangkok, with a general cargo—Thoresen & Co.
Hai Hong, British str., 1,400 tons, Capt. Evans, from Swatow, with a general cargo—D. L. & Co.
Lianchoe, British str., 1,229 tons, Capt. G. Hooker, from Bangkok, with a general cargo—B. & S.
Mauway, British str., 1,644 tons, Capt. J. S. Smith, from Geraldton, with a cargo of sandalwood.
Prominent, Norwegian str., 1,377 tons, Capt. H. Jensen, from Melbourne, with a cargo of flour—Duabar.
Protobou, British str., 6,118 tons, Capt. Road, from Manila, with a general cargo—B. & S.
Sui Yang, British str., 1,945 tons, Capt. J. Gibbs, from Canton, with a general cargo—B. & S.
Telemachus, British str., 1,240 tons, Capt. Bentley, from Saigon, with a cargo of rice—Wo Fat Shing.
Tokuji, Japanese str., 912 tons, Capt. Takikashio, from Canton—Chuen Wo.
Wo Sang, British str., 1,127 tons, Capt. C. F. James, from Canton, with a general cargo—J. M. & Co.

PASSENGERS

ARRIVALS.
 Per s.s. *Empress of Russia*, on October 25th.—Dr. C. K. Adams, Miss Atkins, Mr. and Mrs. W. L. Barker, Mr. and Mrs. A. Best, Mr. T. Brayfield, Mr. and Mrs. E. A. Britton, Miss M. H. Black, Mr. A. T. Cumber, Dr. J. M. Crage, Miss A. R. Clark, Mrs. A. Dabham, Miss Dabham, Commander W. A. Dabham, Mrs. W. Davidson, Miss V. Dennis, Mr. M. A. Dreyard, Miss H. W. Downes, Mr. J. B. Emmert, Mrs. J. Epstein, Miss R. Famer, Mrs. C. P. Fletcher, Mr. A. E. Fothergill, Mrs. J. N. Forman, Lieut. M. Geddes, Mr. W. A. Hardie, Rev. and Mrs. J. L. Hartzell, Miss F. Hartzell, Mr. and Mrs. F. G. Hercoe, Mr. T. W. Hill, Dr. L. Hoffman, Lieut. W. Holman, Mr. J. E. Hargreaves, Rev. and Mrs. E. J. Hendrix, Mr. R. H. Hunman, Mr. and Mrs. Johnston, Mr. and Mrs. C. W. Jones, Capt. F. E. Johnson, Mrs. J. H. Jennings, Mr. G. F. Kendall, Miss M. S. Key, Capt. Knott, Bishop and Mrs. Gander, Mr. James Martin, Miss K. Munson, Mr. E. Moore, Capt. J. E. Morgan, Miss O. Macfar, Miss C. L. Newton, Mr. A. Ogilvie, Mr. H. C. Page, Miss L. Pool, Miss Edith Page, Mr. and Mrs. T. E. Pearce, Mr. T. Le Pentlow, Mr. H. F. Payne, Mr. O. Ritchie, Mr. and Mrs. C. E. W. Ricon, Miss L. Ricon, Miss P. Ricon, Major Robertson, Rev. and Mrs. Ramsay, Mrs. G. H. Seybald, Miss Ivy Shaver, Mrs. J. Slaper, Capt. and Mrs. C. T. Smith, Mr. Mrs. A. R. Stevenson, Mr. and Mrs. R.

P. Sherman, Dr. and Mrs. J. E. Stevens, Mr. H. P. Strauss, Rev. and Mrs. E. J. Strickler, Mr. and Mrs. J. W. Taylor, Mr. and Mrs. A. H. Tebben, Miss J. Walsh, Dr. and Mrs. G. G. Wannop, Mr. C. E. Warren, Miss E. D. Warren, Mr. K. Wilson, Miss A. Wilkins, Capt. I. D. White, Mr. A. Woods, Major A. N. Woodcock, Mrs. L. P. Brown, Miss P. Brown, Mrs. P. Brown, Mr. J. I. Blanca, Mr. E. Barrera, Mrs. I. Beck, Mr. A. S. Biggerstaff, Mr. W. J. Cassidy, Mr. and Mrs. G. F. Caillard, Miss Ka Yau Chin, Miss W. M. Carver, Mr. Kok Leung Cheo, Mr. Asia Chian, Mr. Chico Cheng, Mr. E. Chac Cuba, Mr. C. S. Derham, Mr. C. Davidson, Mr. H. Dulahminal, Mr. and Mrs. H. T. Fox, Mr. Q. G. Fong, Mrs. C. E. Guest, Mr. D. M. Gander, Mr. C. Gunn, Mr. V. D. Gensberger, Mr. R. Y. Hanlow, Mr. C. H. Hilbert, Mr. D. S. N. Hsia, Mr. Q. Jackson, Miss C. Kwei, Mr. and Mrs. S. Lane, Mr. and Mrs. D. Morrison, Rev. and Mrs. Mae, Miss Mae, Mrs. S. R. Moran, Mr. L. J. Melanbach, Mr. and Mrs. H. H. Miller, Mr. T. W. Mahfani, Miss M. McCormack, Mr. A. McCune, Miss T. McKenney, Mr. and Mrs. W. H. North, Mr. R. J. Nodgaard, Mr. J. H. Palmer, Mr. W. M. Pustan, Mr. F. R. Pendleton, Mr. V. Palmarioli, Mrs. M. E. Rice, Mr. C. W. Rancostock, Mr. J. Rosenthal, Mr. O. Roberts, Mr. J. F. Riley, Mr. E. F. Souter, Rev. and Mrs. W. T. Schill, Mr. and Mrs. F. Sunga, Mr. and Mrs. E. J. Staller, Miss M. Staller, Miss W. Staller, Mr. and Mrs. L. B. Sim Jings, Miss S. de la Vieta, Mr. E. E. Viera, Col. J. N. Walfron, Mr. T. S. Wally, Mr. C. D. Warfield, Mr. B. F. Ward, Mr. and Mrs. A. B. Wilson, Mr. K. Watanabe, Mr. Carpenter, Mr. and Mrs. Hesse, Mr. J. B. Hamilton, Mr. W. Ireland, Mr. J. McLaggan, Sgt.-Major C. Scott, Sgt.-Major C. Charlesworth, Mr. T. C. Jones, Mr. W. C. Barney, and Mr. C. S. Buch.

DEPARTURES

Per s.s. *Nikko Maru*, on October 25th.—Mrs. L. Taylor, Mr. P. D. G. Gaim, Mr. R. A. Allison, Mr. L. A. Sturrock, Mr. and Mrs. F. E. Rochuson, Mr. Joe Alindogan, Mr. B. James, Mr. F. C. Ferguson, Capt. J. J. Hardie, Lieut. E. J. Pierce, Mr. F. R. Slayton, Lieut. Paul Poir, Mr. and Mrs. T. Felix, Mr. B. Rosello Tovar, Mr. W. O'Neill, Miss P. Jones, Miss S. Turner, Mr. P. J. Marks, Mr. F. C. McGowan, Mr. C. M. Counsell, Mr. A. B. Crothers, Mrs. Warren, Miss McGlow, Mrs. Usher, Mr. T. K. Smith, Mr. F. Roll, Mr. J. Jones, Mr. and Mrs. W. A. Cooke, Mr. and Mrs. P. H. Silva, Mr. V. Baynes, and Mr. D. Pangalligan.

SHIPPING MOVEMENTS

The N.Y.K. s.s. *Delago Maru* (European line) left Shanghai for this port on October 24th, and is expected here on October 28th.
 The N.Y.K. s.s. *Kaga Maru* (European line) left Kobe for this port via Moji and Shanghai on October 23rd, and is expected here on November 1st.
 The N.Y.K. s.s. *Koto Maru* (Calcutta line) left Singapore for this port on October 23rd, and is expected here on November 1st.

WEATHER REPORT

October 26th, at 12:00.—No returns from Vladivostok, Weihaiwei, Japan, or Formosa.
 Pressure is stationary at Shanghai, it has decreased slightly over S. China and Indo-China, and has increased slightly over the Philippines.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 72.53 inches, against an average of 80.15 inches.
 The forecast for the 24 hours ending at noon to-day is as follows—
 DISTRICT FORECAST.
 Hongkong to Gap Rock — E. to W. with moderate to fresh breeze.
 Formosa Channel — The same as Hongkong.
 South Coast of China between Hongkong and Lamei — The same as Hongkong.
 South Coast of China between Lamei and Hongkong and Hainan — No. 1.

P. & O. BRITISH INDIA & APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE ETC.
 SAILINGS FOR
MARSEILLES AND LONDON
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	1st Nov.	3rd Dec.	11th Dec.
"KHIVA"	1st Nov.	8th Dec.	17th Dec.
"NOVARA"	16th Dec.	17th Jan.	25th Jan.

For BOMBAY VIA STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	13th Nov.	28th Nov.
"DILWARA"	16th Dec.	3rd Jan.

For CALCUTTA VIA STRAITS & RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
"NOVARA"	16th Nov.	28th Nov.
"ABRATON APCAR"	19th Nov.	27th Nov. (Kobe)
"DILWARA"	4th Dec.	7th Dec. (Shanghai)

WIRELESS ON ALL STEAMERS.

Office up to Noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
 22, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	30th Oct.	3rd Nov. 3 p.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Traveling.
 A fully qualified Surgeon and Stewardess are carried on each vessel.
 For Passage Rates and further particulars, apply to—
GIBB, LIVINGSTON & CO.,
 AGENTS.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

"BURYMEDON"	via Panama	3rd Nov.
"EURYLO"	via Panama	25th Nov.
"CITY OF NEWCASTLE"	via Suez	30th Nov.
"KNIGHT TEMPLAR"	via Panama	22nd Dec.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
 Subject to change without notice.
 For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON REISS & CO., CANTON.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"WOBANG"	Tues., 28th Oct., 11 a.m.
NEWCHANG via DALNY	"FUNGSHING"	Tues., 28th Oct., 2 p.m.
SEBASTIA via CALCUTTA	"KUMSANG"	Tues., 28th Oct., 3 p.m.
TIENJIN via WUHAN and CHEFOO	"CHONGSANG"	Thurs., 30th Oct., 11 a.m.
MANILA	"LOONGSANG"	Fri., 31st Oct., 2 p.m.
SHANGHAI	"BANGSANG"	Sat., 1st Nov., 11 a.m.
STRAITS & CALCUTTA	"YATSHING"	Sat., 1st Nov., 3 p.m.
MANILA	"YUENSANG"	Fri., 7th Nov., 3 p.m.

CALCUTTA LINE.—This line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
 Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
HAIKONG LINE—Sailings approximately weekly or passengers and cargo, calling at Hoihow when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
 Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENJIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.
UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to
JARDINE, MATHESON & CO., LTD.,
 Telephone No. 215. General Managers.

LLOYD TRIESTINO S.S. "NIPPON"

For SINGAPORE, COLOMBO, PORT SAID and TRIESTE End of November.

To be followed by

S.S. "PERSIA" S.S. "AFRICA"

For freight or passage apply to—
DODWELL & CO., LIMITED,
 Agents.

CP & OS

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (*Moji) Kobe & Yokohama)

STEAMERS	HONGKONG	VANCOUVER
Empress of Russia	Oct. 30	Nov. 17
Empress of Japan	Nov. 12	Dec. 3
Empress of Asia	Nov. 27	Dec. 15
Empress of Russia	Dec. 25	Jan. 12
Empress of Japan	Jan. 7	Jan. 28
Monteagle	Jan. 22	Jan. 28
Empress of Asia	Jan. 22	Feb. 9
Empress of Japan	Mar. 3	Mar. 24
Empress of Russia	Mar. 11	Mar. 29
Monteagle	Mar. 22	Apr. 15
Empress of Asia	Apr. 8	Apr. 26
Empress of Japan	Apr. 28	May 19
Empress of Russia	May 6	May 24
Monteagle	May 29	June 22
Empress of Asia	June 3	June 21
Empress of Japan	June 23	July 14
Empress of Russia	July 1	July 19

Passage Fares Hongkong to United Kingdom.

Empress of Russia	18,500 Tons Reg.	Gold	18,500 Tons Reg.	Gold
Empress of Asia	18,500 Tons Reg.	Gold	18,500 Tons Reg.	Gold
Empress of Japan	18,500 Tons Reg.	Gold	18,500 Tons Reg.	Gold

Fares & sailings subject to change without notice.

For Fares and other information please apply to

HONGKONG OFFICE.

Telephone 155. Cable address: GACANTAC.

CANADIAN PACIFIC OCEAN SERVICES

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE M/S "KONG NING" (Captain Goings) will leave the Sai Kung Wharf (Connaught Road West) for WUHOW via West River Ports on October 31st.

This vessel has excellent European accommodation for first-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.
 Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—
BANKER & CO.,
 1st Floor Hotel Mansions,

or Messrs. THOMAS COOK & SONS,

Passenger Agents.

1913

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"CARMARTHENSHIRE"	23rd Oct.
"GLENGYLE"	4th Nov.
"GLENGAP"	15th Nov.

HOMEWARDS.

Vessel	Leave Hongkong	Discharge
"GLENADE"	15th November	GENOA & LONDON
"CARNARVONSHIRE"	20th November	LONDON & ROTTERDAM
"CARDIGANSHIRE"	23rd November	GENOA & LONDON
"CARMARTHENSHIRE"	4th December	LONDON & ANTWERP

Movements are subject to change without notice.
 For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.,
 AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1...	REGULAR SERVICE FOR
NANYO MARU No. 2...	FREIGHT BETWEEN
NANYO MARU No. 3...	HONGKONG, BANGKOK
RODEGAURA MARU...	AND OR
KYODO MARU No. 12...	SINGAPORE.
TAMON MARU No. 1...	
AROSHAN MARU...	
CHIEHAN MARU...	

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,
 Agent,
 Top Floor, King's Buildings.

Tel. 140 and 155.

114

Cable Address:

Kawakisen, Kobe.

Bentley's, A.B.C. 5th Ed.

and Scott's Codes.

Telephone: Sannomiya

3814, 3933.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP.....Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUKATA.

Managing Director: Mr. MASAYA ABZ.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:—

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA,

No. 8, Buro, Kobe.

11400

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNELL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rans & Co., Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SUIYANG"	On 28th Oct. Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 28th Oct. 4 P.M.
SWATOW & BANGKOK	"LIANGCHOW"	On 28th Oct. 10 A.M.
HONGKONG, PAKHOI and HOIANG	"KAIKONG"	On 30th Oct. 10 A.M.
SHANGHAI	"KINKIANG"	On 30th Oct. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Butterfield & Swire, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY,	28th Oct. at 1 P.M.
"HAIKAN"	Capt. A. H. Stewart	FRIDAY,	31st Oct. at 1 P.M.
"QUINERGAUG"	Capt. J. Medina	TUESDAY,	4th Nov. at Noon.

Arrivals and Departures from the Company's Wharf (near Hsiao Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU,
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA"	Nov. 5th, 1913.
S.S. "VENEZUELA"	Dec. 2nd, 1913.
S.S. "ECUADOR"	Dec. 5th, 1913.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC COAST STEAMSHIP CO.

For further information rates, literature, schedules, etc., apply to
Telephone 4. COMPANY'S OFFICE at Alexander Building, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave H.K. about	Due at Marseilles about	Due at London about
PRINCESSIN	1st November	3rd Dec.	11th Dec.
KHIVA	1st November	8th Dec.	17th Dec.
NOVARA	18th Dec.	17th Jan.	28th Jan.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave H.K. about	Due Bombay about
DUNERA	18th Nov.	28th Nov.
DILWARA	18th Dec.	3rd Jan.

FOR

CALCUTTA VIA STRAITS & RANGOON.

S.S. [Leave H.K. about] Due CALCUTTA about

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
NOVARA	18th Nov.	28th Nov.
ARRATON APCAR	19th Nov.	27th Nov. (Kobe)
DILWARA	Dec. 4th	7th Dec. (Shanghai)

Tickets Interchangeable.
P. & O. Australian Tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. Gossard & Dore, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, Handbooks, etc., apply to
MAKINNON, MACKENZIE & CO.,
22, Des Vaux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU (omitting Manila)	Saturday, 1st Nov. at 11 a.m.
KASHIMA MARU	Saturday, 2nd Nov. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Sues, Port Said and Marseilles.

KAGA MARU	Sunday, 2nd Nov. at Noon.
YOKOHAMA MARU	Friday, 14th Nov. at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 19th November.
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NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	Middle of November.
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SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU	Sunday, 2nd November.
YAMAGATA MARU	Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU	Sunday, 2nd Nov.
TO MARU	Wednesday, 19th Nov.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Saturday, 2nd Nov. at 11 a.m.
NIKKO MARU	Saturday, 2nd Dec. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOSAN MARU	Monday, 27th October.
TAMA MARU	Thursday, 30th October.
KAWACHI MARU	Friday, 31st October.
MISHIMA MARU	Wednesday, 5th Nov. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Hamburg etc.)

DELAGOA MARU (London, Antwerp & Hamburg)	Tuesday, 28th October.
TOYOOKA MARU (Marseilles & Liverpool)	Saturday, 1st November.
TATSUNO MARU (London, Antwerp & Hamburg)	Middle of Nov.
TENSHIMA MARU (Marseilles & Liverpool)	End of Nov.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 223 & 225.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
* SHINYO MARU	22,000	Oct. 28th.
* PERNA MARU	8,000	Nov. 14th.
SIBERIA MARU	20,000	Nov. 28th. (from Kobe)
KORRA MARU	20,000	Dec. 2nd.
* NIPPON MARU	11,000	Dec. 6th.
TENYO MARU	22,000	Dec. 18th.

* omitting Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE.

TRENCHE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,200	Jan. 9th, 1914.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co. Passengers may travel by Rail between Ports of Call in Japan free of charge. For full information as to rates, sailings, etc., apply to—

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"SPHINX" ... 20,000	On or about 5th Nov.
	"ANDRE LEBON" ... 20,000	On or about 17th Nov.

MARSEILLES via HONGKONG, SHANGHAI, SINGAPORE, COLOMBO, DIBOUTI, SUZ, PORT SAID	"PAUL LECAT" ... 20,000	On or about 2nd Nov.
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SHANGHAI	"SCHARNHORST" ...	On or about 30th Nov.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

J. TOUET,
Acting Agent,
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Telephone 740.

O. S. K.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"CELESTES MARU"	Saturday, 8th November.
"ALPS MARU"	End of November.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"SEATTLE MARU"	Monday, 17th November.
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BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU"	Tuesday, 4th November.
"SAIGON MARU"	Beginning of November.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"SHISEN MARU"	Saturday, 1st November.
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SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

"MADRAS MARU"	Middle of November.
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VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU"	Thursday, 13th November.
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JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamer have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

For TAKAO via SWATOW and AMOY.

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"NANKING" "CHINA" "NILE"
Nov. 4th. Nov. 22nd Dec. 27th.

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